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## TIGHTENING MUI TSAI LAW.

MANY AMENDMENTS  
OF ORDINANCE.

CRUELTY & ADOPTION ISSUES  
DEALT WITH.

REGISTRATION SOON?

Extensive amendment of the Female Domestic Service Ordinance, 1923, in order to increase its efficiency, is indicated in the draft of a new Bill which is to come before the Legislative Council shortly. Besides dealing with various aspects of the *mui tsai* problem, the amending Ordinance appears to pave the way for registration of these girls, which is one of the principal demands of the Anti-Mui Tsai Society.

It is explained in the Objects and Reasons that Section 2 of the 1923 Ordinance prohibits the bringing into the Colony of any new *mui tsai*, but if a *mui tsai* is already in the Colony the section will not prevent her being taken out of the Colony and brought back again, provided that she is registered under the Ordinance before she is taken out.

Gross Cruelty.

Section 3 of the amending Ordinance repeals sections 7 and 8 of the principal Ordinance. Section 7 was inserted in the principal Ordinance in its passage through the Legislative Council. It provides that in every prosecution for overwork or ill-treatment of a *mui tsai* medical evidence shall be given as to the injuries received by the *mui tsai*, that the magistrate must find whether "gross ill-treatment" amounted to such cruelty, and that if the magistrate finds gross cruelty the offender must be sentenced to imprisonment without the option of a fine.

Two Dangers.

The object was the laudable one that cases of gross cruelty should be adequately punished. There are, however, two dangers. One is that even gross cruelty may leave no indications to which a medical witness can point, and the medical evidence might even have the effect of weakening the evidence of gross cruelty.

A more serious danger is that inadvertent failure to call medical evidence on a charge under section 6 of the principal Ordinance might lead to the quashing of a conviction. It is even possible that if the charge were one of common assault, and medical evidence was not called, the conviction might be attacked on the ground that section 7 of the principal Ordinance would apply to the charge of assault on a *mui tsai* as well as to a charge expressly laid under section 6.

Section Repealed.

Section 7 is therefore repealed. Some of its provisions are reproduced in the new section 18 of the principal Ordinance which is to be enacted by section 7 of this Ordinance. That section will provide that in every prosecution under section 6 of the principal Ordinance the magistrate shall find whether the acts or omissions proved, if any, amounted to gross cruelty, and if he so finds the accused must be sentenced to imprisonment without the option of a fine. The provision that medical evidence must be called is omitted.

Protection Assured.

Section 8 of the principal Ordinance provides that the provisions of the Offences against the Person Ordinance, 1865, and of the Protection of Women and Girls Ordinance, 1897, shall as hitherto apply to *mui tsai*. To provide that an enactment in force is still in force is, to say the least, unusual, but the insertion of this section in the Ordinance in committee was justified by the desirability of drawing public attention to the fact that *mui tsai* were within the protection of the two Ordinances referred to.

It was also perhaps useful as implying preserving certain rights of guardianship conferred on the Secretary for Chinese Affairs by section 32 of the Protection of Women and Girls Ordinance, 1897.

(Continued on Page 7.)

## SERIOUS MISHAP AT HOTEL.

PRIVATE OF K.O.S.B. FALLS  
FROM BALCONY.

SEVERELY INJURED.

A social function attended by a large number of men of the Services at the Savoy Hotel last night, was marred by a serious mishap, when a private of the 2nd Battalion, the King's Own Scottish Borderers, accidentally fell from a balcony of the building, and was seriously injured as a result.

It appears from a police report this morning, that Pte. A. King, who belongs to "C" Company, of the 2nd Bn. K.O.S.B., was with a friend on the balcony of the dance floor, when through some cause which has not been established, except that it was an accidental nature, he tumbled over the balustrade and fell on to the floor of the lounge.

He received injuries of a serious nature and was hurriedly removed to the Military Hospital.

Private King is well-known in local athletic circles, being a runner of some note.

## THE CHIEF SCOUT HONOURED.

RECEIVES FREEDOM OF CITY  
OF LONDON.

A CIVIC MOVEMENT.

London, Oct. 18. More than two hundred Boy Scouts and Girl Guides gave a real Scout welcome to Lord Baden-Powell, Chief Scout, to-day when he visited the Guildhall to receive the Freedom of the City of London to mark the coming-of-age of the Scout movement.

Among those present were Mr. Rudyard Kipling, the Archbishop of Canterbury, representatives of civic bodies and the religious life of the City, and leaders of the Boy Scout movement from all parts of the country.

Sir Adrian Pollock, City Chamberlain, presenting the Chief Scout with a gold box containing a copy of the Freedom, talked of the good influence of the Scout movement all over the world. He said there had never been a movement which had succeeded so rapidly, and generations to come must decide the great Scout leader's place in history.

In reply to the presentation, Lord Baden-Powell said he realised the honour was bestowed upon him merely as the figurehead of a great brotherhood. It would encourage and inspire Scouts to do their best.

"I will encourage them," said the Chief Scout, "to see not only that they do the best out of life, but that they put their best into it. This presentation means that the Scout movement is recognised as a civic movement, and not a militaristic one."—British Wireless.

## HOURS OF WORK ON BOARD SHIP.

CONSULTATION WITH THE  
GOVERNMENTS.

Geneva, Oct. 18. It was announced at the Maritime Conference to-day that the committee which has been considering the hours of work on board ship, has decided to exclude the fishing industry from the discussions.

A resolution has been passed by the committee, suggesting that the Governments should be consulted with regard to the definition of a normal hour's work and an actual hour's work; overtime, compensation for overtime and the amount of work required for safety.—Reuter.

## SPANISH FURNACE EXPLOSION.

WATER MIXES WITH MOLTEN  
METAL.

Bilbao, Oct. 18. The accidental mixture of water with molten metal in a furnace was this afternoon responsible for a terrific explosion of a blast furnace at Baracaldo.

At least twelve of the steel workers have been killed and fifty injured.—Reuter.

## FOREIGNER TAKEN BY BANDITS.

FALLS INTO AMBUSH  
NEAR SWATOW.

BADLY BEATEN FOR PUTTING  
UP RESISTANCE.

SMALL RANSOM PAID.

Swatow, Oct. 17.

Not everybody who has had the misfortune to fall into the hands of bandits in Kwangtung has managed to get off quite so lightly as Mr. E. Ozorio, a British subject, who is on the Swatow staff of the Java-Japan-Line, and who has just returned to Swatow with the story of an unpleasant experience in the vicinity of Chaochofu.

Mr. Ozorio was captured by seven men, three of whom were armed, imprisoned in a deserted hut in the country for a number of hours, and released, through the good offices of some Chinese friends with whom he was able to communicate, after the payment of the necessary ransom.

Ambush Laid.

It appears that Mr. Ozorio went to Chaochofu recently to pay a visit to some Chinese friends. On arrival, they suggested some sight-seeing around Pang Koi, a village near to the railway but nearer to Swatow than Chaochofu.

Four in number, the party walked across country to Pang Koi and nothing untoward occurred until they were on their way back.

At about four o'clock in the afternoon, while returning across country, four men suddenly sprang out upon them from the concealment of some bushes, and immediately demanded money by menaces.

Robbers Resisted.

It was evident that they had been seen on the outward journey and that a trap had been laid.

Mr. Ozorio realising, however, that the men were not armed, but were merely petty robbers, naturally put up a resistance, and while the scuffle was going on, one of his friends escaped the attention of the ruffians. Within a few minutes, the ruffians were joined by three confederates, two producing automatic pistols and one a long butcher's knife.

Mr. Ozorio then saw that further resistance was useless and consequently surrendered.

He and his friends were blindfolded and led away, the destination afterwards turning out to be somewhere around E. Koi, which is the terminus of the railway line.

Beaten For Resisting.

Towards nightfall they found themselves in the "bed-sitting room" of a little hut in a remote part of the countryside.

The captives were searched and deprived of all they jointly had in their possession, that is about \$131.00. This done, Mr. Ozorio was subjected to a severe beating for the simple reason that he had previously resisted them.

This closed the first act, and the second opened with the bandits bargaining for ransom money. They demanded \$200 from each of the captives and threatened that refusal would mean death on the morrow. The victims of the attack pleaded that that amount was outside their means to produce; by the following day an agreement was reached by which the ransom was reduced to \$80 apiece.

Ransom Paid.

One of Mr. Ozorio's friends was then released and in the company of two bandits went to Chaochofu city to raise the ransom money. By three in the morning he had returned with the "silver bullets" and eventually the whole party were once again free men.

The bandits "graciously" led them half way in the darkness and by daylight the unfortunate three reached Chaochofu, where Mr. Ozorio, after borrowing enough money for his train fare, entrained for Swatow. Apart from a haggard face, an empty stomach and an aching body Mr. Ozorio felt little the worse for his experience.—Telegraph Special.

## SPLENDID FLIGHT BY THE R101.

AVERAGE SPEED OF SIXTY  
MILES AN HOUR.

NOT EXCITING ENOUGH

London, Oct. 18.

The new British airship, the R101, made its second trial flight to-day at a higher speed than on the occasion of her first flight. An average speed of sixty miles an hour was maintained.

Leaving the mooring mast at Cardington at 8 o'clock this morning, she sailed over many large towns in the Midlands, including Northampton, Coventry, Birmingham and Derby.

The weather conditions were perfect. Everywhere crowds flocked into the streets and watched the flight with the keenest interest.

The airship was back at Cardington just before half past two. The Air Minister, Lord Thomson, who was aboard as a passenger, occupied his time in dealing with official business. He expressed great enthusiasm over the flight and declared that it gave him a rare opportunity of dealing with arrears of business.

## LIBERALS AND LABOUR GOVERNMENT.

Mr. Lloyd George Gives an  
Assurance.

A REASONABLE CHANCE.

London, Oct. 18.

Addressing a large meeting at Pontyrryd to-day, Mr. Lloyd George, the leader of the Liberal Party, said that the Liberals would have neither hand nor part in any premature attempt to eject the Labour Government from office before they have had every reasonable chance of showing what they can or cannot do.—Reuter.

undisturbed by the interruptions which he suffered at his office. His only regret was that the weather did not put the airship to a more severe test.—British Wireless.

London, Oct. 18.

The British R101 re-moored at Cardington this afternoon after a most successful flight occupying six hours and covering a distance of approximately 840 miles. The weather was ideal and it could not be said that the great airship was subjected to a test at all.—Reuter.

## SIR HUGH CLIFFORD.

RESIGNATION ACCEPTED BY  
HIS MAJESTY.

London, Oct. 18.

His Majesty the King has accepted the resignation of Sir Hugh Clifford, the Governor and Commander-in-Chief of the Straits Settlements, which was tendered earlier this week owing to the serious ill-health of Lady Clifford. Sir Hugh and Lady Clifford are leaving for home on the Karmala to-morrow.—Reuter.

A British Wireless message says that the following telegram has been sent by the Colonial Secretary to Sir Hugh Clifford: "I am commanded by His Majesty the King to inform you that he accepts your resignation and is much distressed to hear the reason which has necessitated it. The King appreciates the long and distinguished services which you have rendered to the Empire."

## MOTOR FATALITY AT TAIPO.

CHINESE FARMER KILLED BY  
A LORRY.

A motoring fatality occurred in the Taiipo district at 3 p.m. on Thursday, when Leung Ching, a fisherman aged 20, living at an unnumbered house at Tin Kok, Taiipo, was knocked down and killed by a motor lorry, No. 527, owned by Hung Hing and Co. of Taiipo Market, and driven by Yan On. The scene of the fatality was in the main road near the District Officer's house.

## JAPANESE REPLY TO BRITAIN.

FULL TEXT OF NOTE IS  
PUBLISHED.

STRESS ON IMPORTANCE OF  
PREPARATION.

FOLLOW PRECEDENT.

London, Oct. 18.

The Foreign Office this afternoon issued the text of the Japanese Reply to the British Invitation to the naval disarmament conference to be held in London in January.

The Japanese Government welcomes the conference, but lays great stress on the importance of preliminary discussion of the points at issue in order that there shall be little or no possibility of a repetition of the Geneva failure.

Points to be Elucidated.

The Reply says that the Japanese Government are happy to signify their entire concurrence in the desirability of the proposed conference and are ready to appoint representatives to take part in the conference.

The Japanese Government are further gratified to know of the willingness of the British Government to continue the informal conversations with the Japanese Ambassador in London as hitherto, on the many points which may require elucidation.

They note that similar discussions conducted in London by the British Prime Minister with the American Ambassador during the last three months has cleared the ground for an agreement on all essential points between the British and American Governments prior to the invitation extended to the other naval powers to meet in the conference.

The Japanese Government attach the highest importance to the same procedure being followed by the Japanese and British Government in order to ensure an agreement between them on the various questions that are to be laid before the conference.

The success of the forthcoming conference no doubt depends in a large measure upon the satisfactory issue of such preliminary discussions and the Japanese Government confidently trust informal conversations between the British Government and the Japanese Ambassador on questions of special moment will be carried on and completed before these questions are presented to the conference for final adjustment.

The Four Principles.

With regard to the four points of principle mentioned in the British note as the subject of a provisional agreement between the British and American Governments, the Japanese Government hope to be able to submit their observations in course of the informal conversations which the Japanese Ambassador will shortly hold with the British Government.

They would, however, make use of this occasion to assure the British Government of their cordial support of the principle that the treaty for the renunciation of war signed at Paris in 1928 should be taken as the starting point for all discussions on disarmament.

Security Inspired.

They feel confident that the sense of national security inspired by the provisions of that treaty in the mutual relations of the contracting Powers will pave the way for a final settlement of the outstanding questions relative to naval disarmament.

In conclusion the Japanese Government expresses the sincere and earnest hope that the conference will succeed in the adoption of plans calculated to promote international peace and good will and to relieve humanity of the heavy burden of armaments, whether existing or contemplated. It is not merely the limitation but also the reduction of armaments.

(Continued on Page 14.)

## Bulls and Inners

From the Office Butts.

A Kowloon resident complains of the noises from adjacent flats. That's the worst of living only a stone's throw from your neighbours.

Local footballers are beginning to realise that, in order to be successful, they must take their courage in both feet.

Now that the cool weather is coming in, baseball fans will not be so active.

MacWhirter says if there's one thing a man doesn't understand in marriage, it's his wife.

The Week's Cynicism:—Some men find obscurity naturally. Others become the husbands of a well-known woman.

"Sing a Song of Sixpence" is what we used to sing in bygone days, when sixpence was a useful little thing.

But now, with prices going up instead of coming down, it's difficult to sing a song of less than half-a-crown.

This is the time of year when a man discovers that his vests no longer match his suits.

Marriage may be a tie but usually one side wins.

What Hong-kong needs is some method of increasing the price of everything without adding to the cost of living.

Some of these girls who are dressed simply perfect are nevertheless perfectly simple.

In Hongkong a man's better half sometimes becomes his better three-fourths.

"This low dollar makes things decidedly punk," asserted a Peak tram passenger the other day. What about the good old punkah-days!

In view of the hard times ahead, old bathing costumes should be utilised as winter undies.

Some of these brokers are very suave. That's because of the soft soap they use.

A scientist says it is not too fantastic to say that the time will come when the day's work can be done by pulling a lever or pressing a button. But we'd hate to play golf that way.

A dog should be treated as one of the family, says a fancier. Why be so harsh as all that?

[A low dollar, we are told, is the only way to increase Hongkong's trade with China.] According to those in the know, there really can be nothing finer.

Than to keep the dollar down low. And thus give us more trade with China.

But as the old dollar drops more.

Our living costs keep going up. Whilst China drops business for war—Can you guess who has purchased the pup?

America is a country where you're liable to be arrested if you park too long in front of a blind pig.

The worst thing about these pram thefts is that somebody has to carry the baby.

Henry Ford is to write the story of his life. Real auto-biography.

For the Tramway Company, the "A" which takes the sting out of double tracks mean double tax.

"Rubber Pools" says a newspaper heading. Should give divers a bouncing time.

We hear of a local motorist who has christened his car The Wasp because it's always getting stuck in the jam.

"Veronica"—If you can't get rid of your freckles, why not have that's the worst of living only a stone's throw from your neighbours. Then they won't be seen.

We understand that several local cabinet-makers have tendered for the supply of a round table to the order of Sir Robert Ho Tung.

A boatwoman has been fined for making fast to a steamer. Yet they never fine a steamer for making fast to a buoy.

The latest from a school-boy's essay:—"The camel can carry enough water in a pouch which it possesses which will last it for a few weeks; from this, by a passage, water is passed to it hoofs, which keeps them moist and prevents them being burnt by the hot sand."

Our Higher English! A lecture is to be given under the auspices of the newly-formed English Association, the subject of which will be "J. Nauston!"

There seems to have been some double crossing about this tram track controversy.

What about a weekly list of starting times for the office?

A historian says ancient Britons used to play a game something like tennis. So do some Hongkong folk.

With all these schemes for cheap electricity at home, the political parties won't be able to say that the electorate is unenlightened.

Once there was a town in the United States so old-fashioned, so remote, slow and small that no one there ever held an endurance flying record.

If the dollar were in ratio to silverfish in this Colony, it would go lower still.

There were hard lines at the Races last Monday—car lines round the Valley.

We should hate to have a date on the calendar at the Criminal Sessions.

It would appear that the s.s. Hung On, true to her name, is still hanging on—the rocks.

"Russians On Hunger Strike," says newspaper heading. Fortunately, they've been in training for a long time.

Bannockburn has been reversed. We learn that Mr. Bruce will now retire on holiday.

Let's hope this round table will square things up.

By reason of the date, there's not the same opportunity for the aching head after the Aitkenhead Shield final this year.

Now is about the time to shake the silverfish out of the old kilt.

Hongkong racing men do not prefer blondes. Dark Eyes fetch the biggest price at the Jockey Club auction.

Local art has at least got someone to make a Noise about it.

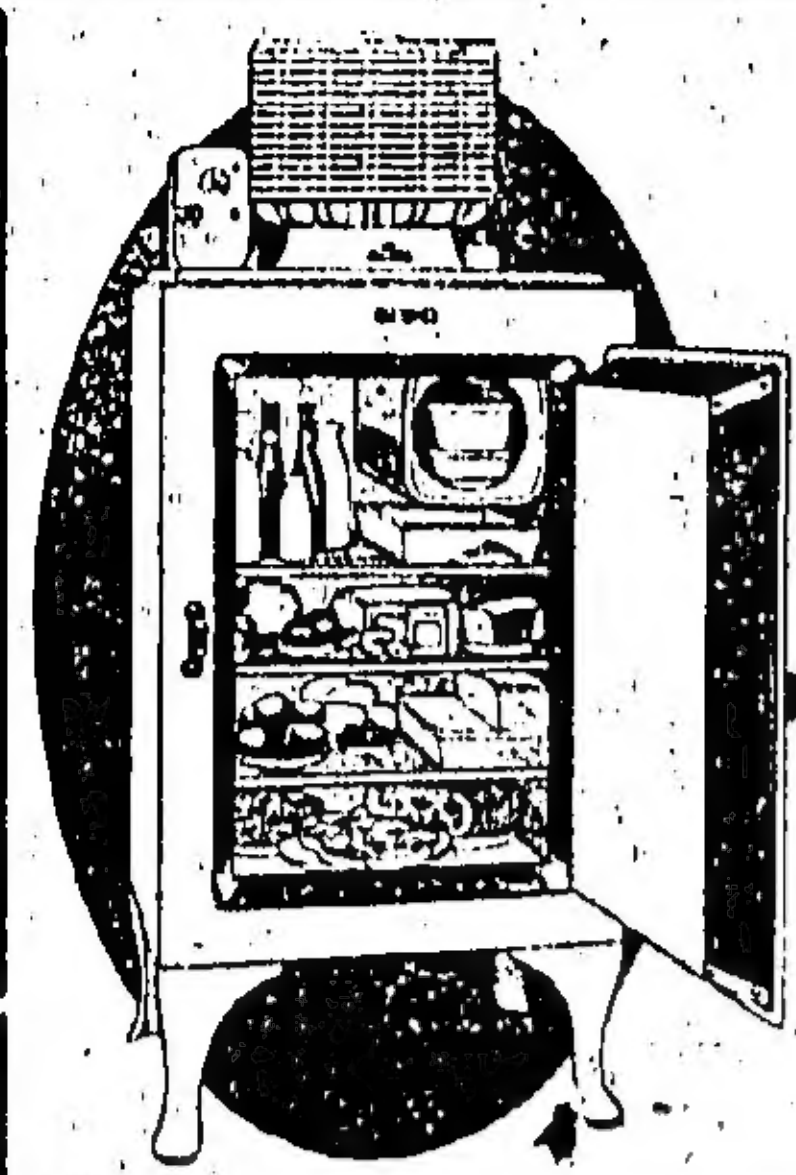
It looks as if Australians think the Labour party Canberra govern them.

These sticklers for English undies should not forget that it is the "A" which takes the sting out of beer!

The Russian raiding parties seem determined to Amur away from the Manchurian border.

People who have no theories whatever about bringing up children usually are the parents of several.





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#### SEARCHER FINED.

CONVICTED OF CHARGE OF  
ASSAULT.

Much amusement was caused in the case in which a Chinese Revenue Officer was charged on remand before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon with assaulting an employee of the China Travel Service, when a witness was asked to demonstrate the nature of two blows which he alleged were struck by the defendant.

Mr. M. K. Lo appeared for the complainant, while Mr. J. M. Remedios represented the defendant. Mr. B. C. K. Hawkins was present in Court watching the case on behalf of the Imports and Exports Department.

A Chinese, who described himself as a carrying cooler, gave evidence corroborating that given by the complainant and a witness at the previous hearing.

Witness said that the Revenue Officer struck the complainant in the chest, and when asked to show the nature of the blow gently waved his left arm, causing his Worship to remark that such a blow could not even knock a book over.

His Worship, to the amusement of those in Court, walked to the witness and gave him a mild tap to show that the blow which the witness described could not have produced the signs shown by the complainant.

Later witness said that there were two blows struck altogether, the other being in the face.

The Demonstration.

His Worship said that they would have to start all over again and asked the witness to demonstrate the second blow, although witness had given a futile attempt to describe the first.

After several efforts it was suggested that a Court constable should stand beside the witness for demonstration.

His Worship: Is the constable insured?

Mr. Remedios: I wonder if my client will stand the test?

Mr. Lo: From what we know of your client we had better not because he (witness) will be frightened of him.

The constable stood next to the witness box but after the witness showed how the blow was struck by waving his hand towards the constable, his Worship remarked that it was hardly a fair test. They could hardly expect the witness to hit a constable. Remarking that they had exhausted the test, his Worship allowed the question to be dropped.

The defendant went into the witness box and said that he had been in the Revenue Department for two years, during which period he had had a clear record and had never been reported to his superiors.

Exemption Pass.

Describing the incident at the godowns the defendant said that when he asked to search the complainant's luggage he was shown a pass exempting the bearer from search, but he pointed out to the complainant that the document was issued in Shanghai and was not valid in Hongkong.

His Worship asked if there was such a thing as an exemption pass in Hongkong.

Mr. Hawkins replied that the Police issued these passes, which his Department took cognisance of.

Continuing, the defendant said that the complainant asked him what he knew about it.

The defendant denied that he tore two of the books. Whilst he was searching the luggage the complainant said that they were both Chinese. The defendant, he said, was merely an officer in the Hongkong Government but was very saucy. Pointing a finger at the defendant, the complainant said that he was a dog to the foreign devils.

Witness said that the complainant was rather indignant because he was searching his luggage.

Continuing, witness said that he pushed the complainant, who

#### THE BIOGRAPHER.

INTERESTING REVIEW BY  
PROF. SIMPSON.

A very interesting review of the works and of the art of the biographer was contained in an address by Professor R. K. Simpson, M.A., M.C., of the Hongkong University, which was broadcasted from the Radio Studio last evening.

After considering the various claims of other forms of writing to the attention of the day, the speaker said that a biography made an attractive book because it stood half-way between literature and life, appealing equally to those who read for information and those who read for criticism.

Recent biographies had acquired a new feature, that whereas formerly they were stories of the great written to inspire the young, they now appeared to have been written by the middle-aged for the middle-aged. In their youth people did not study the lives of the great men and the great women, because they expected to become great themselves, and that in an original way. Models might cramp their style. When people became keen about the lives of the great, it was usually a sign that they had outgrown the hope of becoming great. Falling short of realising that hope, they could not but be satirical about those heroes whom they could not imitate. They learned to be satirical, and that was the new style which had crept into recent biographies.

Old Form of Literature.

The speaker said that biography was an old form of literature, and that most of the Bible was biography at its best. Literature would be dead without novelty, and in departing from the style of the earlier biographers, a lighter vein was introduced by Lytton Strachey. The speaker, in quoting the various works of this biographer, notably the one entitled "Eminent Victorians," showed how they could be appreciated from the new angle.

He went on to refer to the works of Guedella, D. E. Enfield, and Harold Nicholson. He presented points for comparison and differentiation between these books, which points served to show that recent biographers had not cramped their style by adherence to the staid presentation of facts by their predecessors.

Such satirical biography, in the view of the speaker, led almost inevitably to burlesque. A writer called John Erskine had realised that the readers who were keen on "Eminent Victorians" were ready for burlesques of legendary heroes. He scored a great success with "The Private Life of Helen of Troy," by casting the Greek legends into the style, and tone, of a modern novel.

Professor Simpson concluded with a few comments on the more serious styles adopted in the case of two modern biographers who dealt with the lives of military figures.

staggered backwards, fell over a truck and then rolled on the ground. When he got up he threatened to report witness for the incident.

Under cross-examination witness said that it was because the complainant was saucy that he pushed him. It was not because he was afraid of the complainant and was only acting in self-defence. The object of the push was to get the complainant away and not to knock him over.

Witness said that he did not know how the injuries were caused but thought that they were the result of the defendant coming in contact with the ground.

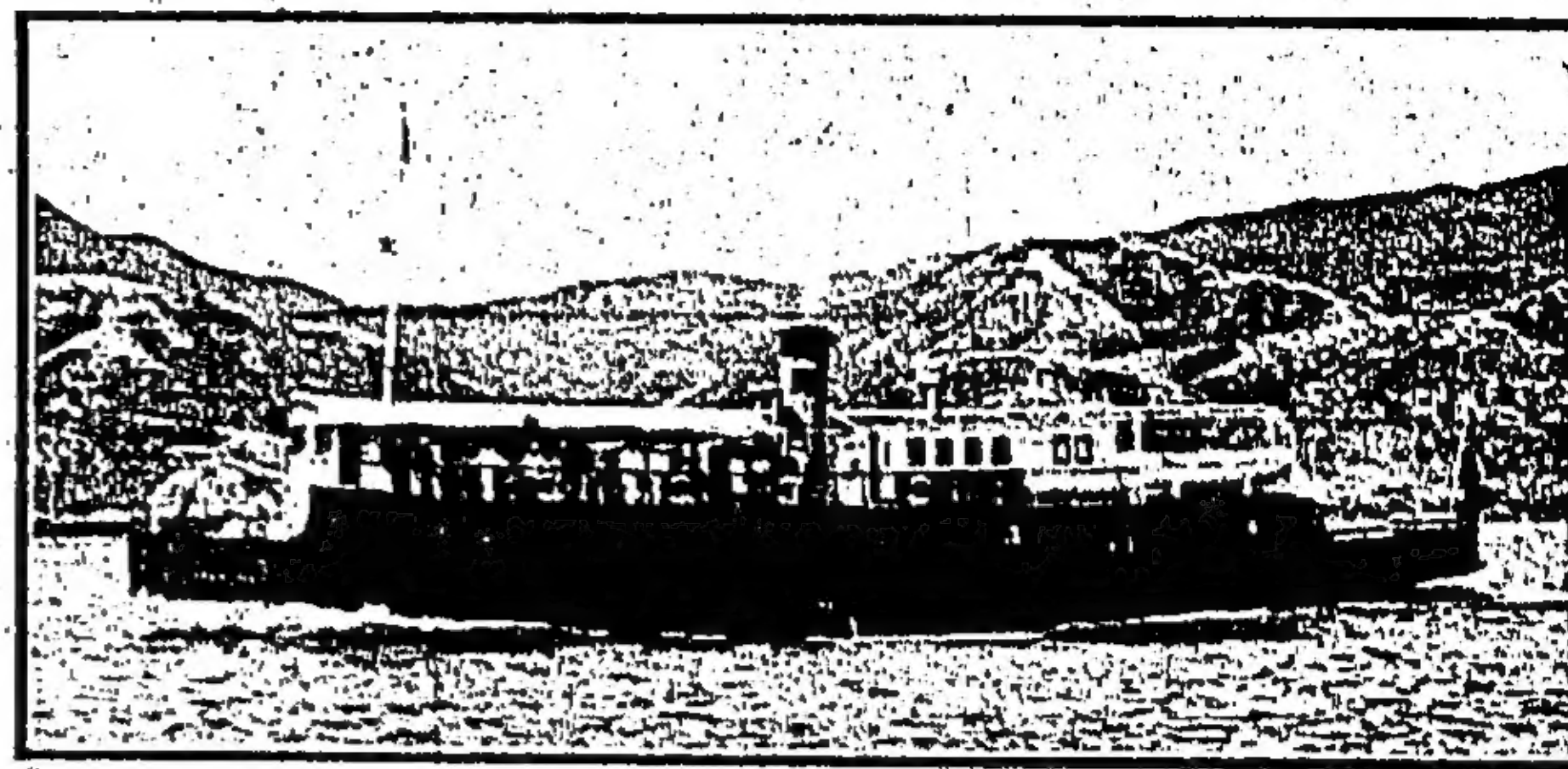
Defendant Convicted.

In convicting the defendant his Worship said that there had undoubtedly been an assault but an assault of a rather trivial nature. He thought that the complainant probably gave a good deal of provocation.

His Worship said that he

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imagined that the complainant had been very officious and was trying to get his luggage past on an absurd pass which he had produced but which was valid for Shanghai only. He thought that the Revenue Officer had got a little annoyed. He thought it must be annoying if a person tried to get his luggage through without search. Proceeding, his Worship said that he thought the defendant had plaintiff a push. As a Government Officer he should not, however, have pushed the complainant. It was rather difficult, continued his Worship, to decide from the evidence what the nature of the blow had been. He thought he was rather inclined to think the complainant's spectacles were not broken by a blow on the face but rather by accident. The evidence of the blow was very unconvincing. His Worship was not convinced with the evidence of the complainant on that point nor with that of the witness who had given evidence yesterday. It was impossible to decide whether the blow had been a serious one or not. As he had said, a Revenue Officer had no business to give a blow at all, even if the complainant was making a nuisance of himself. The defendant was fined \$5 and ordered to pay the complainant \$5 compensation.

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THIS WHISKY CERTAINLY  
IS THE BEST WHISKY  
SCOTLAND HAS  
GIVEN US



Note the  
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**McNISH'S  
SPECIAL  
SCOTCH WHISKY**

**Lane, Crawford, Ltd.**

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## THE NEW SEASON'S HATS



The New Season's Hats are now in full display at SINCERE'S. A splendid collection which offers a great variety to choose in styles and colours. Snap brim, plain or small satin bound border, buff and grey—everything in tune with time. All come from the world-known hat makers—Stetson, Borsalino, Hurdemann, Townsend, Pelican, Ellwood and Son, etc.

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THE NAVY'S CHOICE

**Cates**  
ORIGINAL

**PLYMOUTH GIN**

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EVERYWHERE.

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SHIPBUILDING MATERIALS, SHIP CHANDLERS  
HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1116. Wing Woo Street  
Tel. Central 25.

## DIESEL ENGINES.

ENGR. CAPT. MICHELL'S  
INTERESTING LECTURE.

Engineer Captain W. H. Michell, M. I. Mech. E., R.N., who after a brief stay in Hongkong is shortly leaving to continue his work in a new sphere, gave a particularly interesting and instructive paper entitled "Some difficulties in the manufacture and trials of Diesel Engines," at the Institution of Engineers and Shipbuilders of Hongkong, last evening.

The President (Mr. L. J. Blackburn), was in the chair, and welcomed the members of the University who were present. Captain Michell, he added, would be leaving them shortly as he had been transferred to a new sphere. They all wished him every happiness and health and thanked him for the interest he had taken in the work of the Institution during his short stay in the Colony. They trusted he would help them by asking his successor to do likewise.

Captain Michell in the course of his paper said that although there were numerous papers published in the transactions of the various Institutions on the results of trials run with Diesel engines of various types, in none of them was mention made of difficulties in construction.

Referring to a pair of eight-cylinder four-stroke single acting reversible Diesel engines, designed to run at 390 revolutions, to develop 3,000 B.H.P. on cylinders 21½" diameter by 21½" stroke, Captain Michell, said great difficulty was experienced throughout with the steel castings, owing to blowholes; and his experience of steel castings in the last few years had been distinctly disappointing, no maker apparently being able to supply continuously satisfactory castings even of the simplest form, and the industry did not seem to have advanced in reliability during the last twenty years.

### Weak Spots.

Continuous difficulty was experienced in obtaining satisfactory heads, and one place in particular was the groove for C.I. jointing ring connecting to the sandwich plate. Another weak spot was where the blast air hole was drilled through the casting, and in several cases they had to fit tubes to get over the sponginess. No trouble was experienced by them with the forgings, simply because they had been overcome

as a result of being purchased rough machined. They were also very successful with the C.I. liners, having only one failure in 18 castings and this was only spongy in the skirt portion.

Dealing with the difficulties they experienced with the manufacture of the aluminium alloy pistons, the speaker said that a great deal of work had been done of late years on those aluminium alloy and various valuable reports had been issued, including that of the work done at the Royal Air Factory at Cardington. They studied all these with great attention but when it was pointed out that the largest pieces dealt with in those papers, weigh perhaps three lbs., it would be realised that they had a long way to go. They first attempted to cast these pistons upside down with a chill for the bottom and sides also for the gudgeon pin landing, but their greatest trouble in this instance was with the sponginess in the vicinity of the core holes. The best results were obtained by heating the mould and the chill to about 160 degrees F. the metal being poured at about 650 degrees C.

The cooling oil pipes to the pistons gave considerable trouble with breakages, and they had difficulty in running with the skew gearing of the vertical shaft; as originally fitted it was made in the usual manner (i.e., a steel driving part and a metal driven part, in this case phosphor bronze), but more satisfactory results were obtained eventually by a phosphor bronze worm-driving a steel worm-wheel.

### Difficult Work.

The manufacture of the main cam-shaft, which carried a double set of cams ahead and astern running, was an exceedingly difficult and delicate operation, and to steady the running of the engine a large C.I. flywheel was made.

To get the correct adjustment ahead and astern of Diesel valve, inlet and exhaust valves for eight cylinders was a job in itself and occupied about forty hours, but with that completed they ran the engine for several hours with the forced lubrication pump going, and the friction was reduced from a maximum load of 500, amperes to about 350.

The next step was to introduce fuel into the engine and this was done one cylinder at the time whilst the engine was running. They had a new Heenan and Frouse reversible brake, and it was possible to empty the brake

## WARWICK REVUES.

TO BE GIVEN IN THE  
THEATRE ROYAL.

Mr. Edgar Warwick announces that, following his successful season at the Star Theatre, he will be playing at the Theatre Royal on Wednesday, Thursday, Friday and Saturday of next week.

He has agreed to do so in response to many requests from Peak residents, who have been precluded from attending his performances at Kowloon on account of the distance.

H.E. the Officer Administering the Government will attend one of the revues at the Theatre Royal, but it is not yet known which one he will choose.

In two or three minutes by shutting off the supply and allowing it to pump itself out with the engine running instead of stopping first and draining the water away, which was a long process. It was of course necessary to keep a strict watch on the discharge and to shut down immediately it began to fail. They were very chary of using that method at first, but adopted it later without any mishap.

Measurements and records were taken of all oil and water used during the trials, and of temperatures. The shop trials consisted of a preliminary six hours run developing half power, a recorded run of 72 hours at 90% to full power, an eight hours' full power trial, also a three hours' trial astern at 90% full power; reversing trials and trials to ascertain how many starts were possible with the starting air bottles charged once.

One engine was kept about a month in advance of the other, and the trials were eventually successful in the second engine on a Sunday afternoon; by the following Saturday at noon the engine was completely erected on the ship which was launched a fortnight later.

Captain Michell illustrated his points by diagrams, and at the close of the paper was thanked at the instance of Professor Middleton Smith of the Hongkong University.

Drive a Trusty

**"TRIUMPH"**

the Motor that never fails you



**Play—and use  
PEERLESS  
ERASMIC  
The Dainty SOAP**

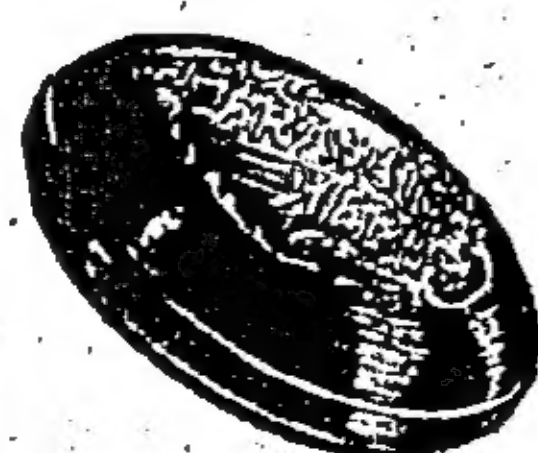
ENJOY the Autumn and be your loveliest self. Play tennis and golf—motor and "tramp"—and let Peerless Erasmic help you keep the dainty freshness of your skin. For Peerless Erasmic is cleanser, tonic and beauty treatment, all in one.

It cleans as completely as the costliest night cream. Its rare oils feed the delicate texture of the skin and remove the harshness caused by sun and wind.

And its subtle fragrance—like the finer perfumes—clings and charms for hours.

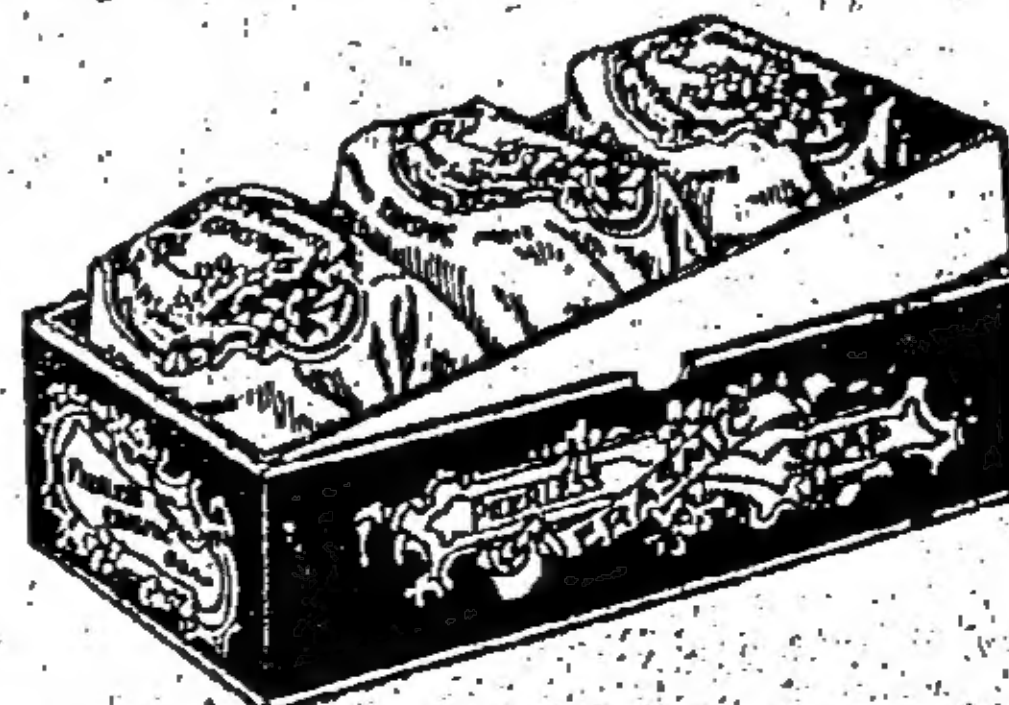
Peerless Erasmic is the soap adored alike by chic Parisienne and stately English beauty.

Just try Peerless Erasmic. Your skin will repay you with health and loveliness, for using this delightful soap all summer.



At all Chemists.

Made in England by  
ERASMIC PERFUMERS,  
London and Paris



THE SMALL SHOP WITH THE BIG STOCK OF—

**Winter Wear.**



This Season's selections reveal  
some very smart effects in—

**Cardigans and Pullovers**

MADE BY JAEGER.

**THREE-PIECE WOOLLEN SUITS.**

Material for Overcoats.

Fur Collars and Cuffs.

ANOTHER 400 STYLES

IN

**DAINTY FELT HATS**

ALSO

A BEAUTIFUL COLLECTION OF  
**HAND-BAGS.**

**ELITE STYLES.**

A.P.C. BUILDING.

TEL. C. 2432.

**Frigidaire**



WHETHER IT  
BE THE BABY

**AP-4**

OR THE ROOMY

**AP-18**

WE HAVE  
THE MODEL  
TO SUIT  
YOUR  
REQUIREMENTS.

ALL ARE  
EQUIPPED WITH  
THE NEW  
EXCLUSIVE



**FRIGIDAIRE COLD CONTROL.**

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Tel. C.1030.

**AS A CURE**

for Flatulent Dyspepsia

**Carbo-acid Tablets**

have no equal

(Contain 2% Hydrochloric Acid, which is a constituent of the Digestive Juice in the stomach.)

Obtainable at the leading Chemists.

Agents:—The Colonial Dispensary.



**TO-DAY'S WANTS****25 WORDS — ONE DOLLAR****(\$1.50 IF NOT PREPAID)***The following replies have been received:—*

395, 300, 301, 305, 306, 315, 344, 363, 371,  
374, 376, 381, 385, 411, 426, 427, 443, 445,  
455, 461, 462, 465, 474, 476, 486, 505, 512,  
545, 547, 556, 557, 562, 565, 566.

**POSITION WANTED.**

AMAH.—Competent. Baby-Aman available 1st November, recommended by Mrs. Hawker, Peak Hotel.

**WANTED.**

WANTED.—Furnished House or Bungalow, Fanling or Taiipo for period December fifteenth, January fifteenth or thereafter. Apply Box No. 569, care of "Hongkong Telegraph."

WANTED.—Can anyone recommend a good cook boy? Write Box No. 568, care of "Hongkong Telegraph."

**MISCELLANEOUS.**

Police M. C. L. Raffle. Draw will take place at 4.30 p.m. on Thursday, 24th October, at the Police Recreation Club, Happy Valley.

**FOR SALE.**

Offers invited for DESIRABLE RESIDENCE in Peak District (near Motor Road). Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandahs; Two Bathrooms; Pantry, Drying Room, etc., etc. Write: Box No. 564, care of "Hongkong Telegraph."

FOR SALE.—1/4 Size Billiard Table with one dozen cues and complete accessories \$300.00. One Nash Car 6 cylinders, 4 seater \$1,200.00. One A. J. S. Motor Cycle \$350.00. Write Box No. 567, care of "Hongkong Telegraph."

**TO BE SOLD.**

55 The Peak, lately occupied by Dr. Harston and adjoining the Peak Hospital. Unfurnished. Convenient, comfortable and cool. Six rooms and Dressing room. Four bathrooms, hot and cold water. Modern sanitation. Gas and Electric Light. Use of Tennis Court. Suitable for a Mess of five, or could be easily divided to suit two couples. Close to Tram Station and Motor Road.

Apply:  
THE HONGKONG REALTY AND TRUST COMPANY, LIMITED.  
Exchange Building.

**MISS VIOLET CAPELL**

wishes to announce she will be returning from London on the 22nd October and will be resuming her dancing classes for children as from the 1st November.

**For the Best LOCAL VIEWS and PORTRAIT PHOTOGRAPHS Go To MEE CHEUNG**

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

**New Advertisements****HONGKONG JOCKEY CLUB.**

The Seventh Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 26th October, 1929, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 25th October, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain upon application to the Secretary Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

**NOTICE.**

Mr. Sverre Berg having resigned from his position as Norwegian Consul at Hong Kong, the Consulate has this day temporarily been taken over by Mr. Karsten Larsen, as acting Consul for Norway, address 67-69, Des Voeux Road Central.

SVERRE BERG.

KARSTEN LARSEN.

Hongkong, 15th October, 1929.

**CHURCH NOTICES.**

To-morrow the Twenty-first Sunday After Trinity.

**LOCAL SERVICES.**

St. John's Cathedral, Hong Kong, October 20th 1929, Hospital Sunday. Twenty-first Sunday after Trinity. Holy Communion, 8 a.m. Holy Communion at Peak Church, 8 a.m. Military Service, 9.30 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins, 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road, Hong Kong, Sunday, 20th October, 1929. Sunday Schools. Kennedy Road, 10 a.m. Tai Koo, 3 p.m. Morning Service, 11 a.m. Special children's service when the scholars of Kennedy Road and Tai Koo Sunday Schools will attend. Preacher: Rev. F. C. Young. Evening Service, 6 p.m. Preacher: Rev. J. C. Knight. Anstey, Hymns, 470, 270, 199, 666. Next Sunday, October 27th. Harvest Festival.

Wesleyan Methodist Church, Queen's Road East. Sunday Services. Morning, 10.15 a.m. Preacher: Rev. J. C. Knight. Anstey, Evening, 6 p.m. Preacher: Rev. F. Young. Sunday School, 3 p.m. Sailors and Soldiers' Home, Sunday 3 p.m. Men's Bible Class. 3.15 Services Men's Hour, Monday, 5 p.m. Meeting of Ladies Church Aid. Wednesday, 8.30 p.m. United Fellowship Meeting. Harkow Barracks, Sunday, Service, Sunday Morning, 10 a.m. Preacher: Mr. Ingram.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Doctrine of Atonement." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

**LAMMERT'S AUCTIONS.****PUBLIC AUCTION.**

The Undersigned have received instructions from Messrs. Sennet Brothers to sell by Public Auction.

on **MONDAY and TUESDAY**, the 21st and 22nd October, 1929, commencing each day at 10.30 a.m.

(with an interval from 12.30 p.m. to 2.30 p.m.) at their Store—York Building

**THE WHOLE OF THEIR SURPLUS STOCKS,**

comprising—Gold and Silver Watches, Jewellery, Silver and Plated Ware, Porcelain and Cutglass Ware, Ladies' Fancy Hand Bags, Silver Cups, Silver Photo Frames, etc., etc.

ON VIEW FROM SATURDAY, THE 19TH OCTOBER, 1929.

LAMMERT BROS.

Auctioneers.

**PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction,

on Friday, the 25th October, 1929, commencing at 5.15 p.m.

at their Sales Room, Duddell Street, A Valuable Collection of Postage Stamps.

On View from Thursday, the 24th October, 1929.

Catalogues will be issued. Terms—Cash on delivery. LAMMERT BROS.

Auctioneers.

**PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction,

on **SATURDAY**, the 26th October, 1929, commencing at 11 a.m.

At No. 8, Knutsford Terrace, Ground Floor, Kowloon. A Quantity of Valuable Household Furniture.

(Catalogues will be issued). On View from Friday, the 25th October, 1929.

Terms—Cash on Delivery. LAMMERT BROS.

Auctioneers.

**THE NAVY LEAGUE.**

The President and members of the Committee of the Navy League

will attend at The Cenotaph on Monday, 21st Instant, Nelson Day, at 11.30 a.m. for the purpose of laying a wreath on the monument.

They will later proceed to the Wanchai Monument, where a wreath will also be laid.

Members are cordially invited to be present.

**FRENCH TOURISTS.**

**TENNIS STARS DO SOMEWHAT INDIFFERENTLY IN JAPAN.**

Tokyo, Oct. 18. The three days' Franco-Japanese tennis tournament has concluded. Naoji Harada, a younger brother of the Davis Cup player, beat Rodol, 6-2, 8-10, 6-0.

Makino beat Landry, 6-4, 4-6, 5-6. Cochet and Brugnon beat Shimizu and Fukuda, 6-3, 7-5, 6-1.

Harada and Makino are undergraduates of the Keio and Commercial Universities, respectively.

[The previous day, Harada (senior) beat Cochet, and Jiro Sato beat Brugnon.]

**STAR THEA RE****Warwick Revue Co.**

IN **REVIEWS OF THE REVUES.**  
**FINAL PERFORMANCE**

**TO-NIGHT****"N' EVERY HING"**

A POPULAR POT-POURRI

**POST OFFICE NOTICE****INWARD MAILS.**

From	Per	Due
Shanghai and Swatow	Sun.	October 19.
Manila	Pres. Cleveland	October 22.
U.S.A. (San Francisco Sept. 20)	Pres. Harrison	October 21.
Honolulu, Japan and Shanghai	Pres. Madison	October 21.
U.S.A. (San Francisco Sept. 27)	Iyo Maru	October 21.
Honolulu, Japan and Shanghai	Porthos	October 22.
U.S.A. (Seattle Sept. 21) Canada, Japan and Shanghai	Emps. of Asia	October 22.
Singapore	Aki Maru	October 22.
Canada (Victoria B. C. Oct. 3)	General Metzinger	October 22.
U.S.A., Japan and Shanghai	Hakata Maru	October 22.
Japan and Shanghai	Tenyo Maru	October 22.
U.S.A. (San Francisco Sept. 25)	Celebes Maru	October 22.
Honolulu, Japan and Shanghai	Kalyan	October 25.
Europe via Penang (papers only London 19th Sept.)	Pres. Pierce	October 25.
Japan and Shanghai	Hakone Maru	October 27.
U.S.A. (Seattle Oct. 5), Canada, Japan and Shanghai	Tenyo Maru	November 4.
Straits and Manila		

**OUTWARD MAILS.**

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time
Samshui and Wuchow	Tai Hing Sat., Oct. 19, 4.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa	Shamko Maru Sat., Oct. 19, 3.30 p.m.
Japan	Bendoch Sat., Oct. 19, 5 p.m.
Swatow	Sungshan Maru Sat., Oct. 19, 5 p.m.
Shanghai	Shantung Sat., Oct. 19, 6 p.m.
	Registration 5 p.m.
	Letters 6 p.m.
Foochow	Chipsing Sun., Oct. 20, 8.30 a.m.
Amoy	Luchow Sun., Oct. 20, 8.30 a.m.
Swatow, Amoy and Foochow	Hozan Maru Sun., Oct. 20, 9 a.m.
Bangkok via Swatow	Kiangsu Sun., Oct. 20, 9 a.m.
Shanghai	Mishima Maru Mon., Oct. 21, 8.30 a.m.
Manila	Pres. Harrison Mon., Oct. 21, 4.30 p.m.
Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco	Pres. Cleveland Mon., Oct. 21, 3 p.m.
	Registration 3 p.m.
	Letters 5 p.m.
Shanghai and Europe via Siberia	Pres. Cleveland Mon., Oct. 21, 5 p.m.
	Registration 5 p.m.
	Letters 6 p.m.
Holow	Kwelyang Tues., Oct. 22, 8.30 a.m.
Port Bayard, Holow, Fakhoi and Haiphong	Tonkin Tues., Oct. 22, 1 p.m.
Straits and Calcutta	Yuen Sang Tues., Oct. 22, noon.
	Parcels 1 p.m.
	Letters 1 p.m.
Shanghai and Japan	Porthos Tues., Oct. 22, 2 p.m.
Saigon, Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Africa, Egypt and Europe via Marseilles	General Metzinger Tues., Oct. 22, K. P. O.
	Registration 1 p.m.
	Letters 1 p.m.
	G. P. O.
	Registration 1.45 p.m.
	Letters 2.30 p.m.
	(Due Marseilles 22nd November.)
Swatow, Amoy and Foochow	Hai Ning Tues., Oct. 22, 2.00 p.m.
Manila	Emp. of Asia Tues., Oct. 22, 4.30 p.m.
Manila	Pres. Madison Tues., Oct. 22, 4.30 p.m.
Swatow	Chaksang Tues., Oct. 22, 5 p.m.
Manila, Australia and New Zealand via Thursday Island	Aki Maru Wed., Oct. 23, Registration Oct. 22, 5 p.m.
	Letters Oct. 22, 8.30 a.m.
	(Due Thursday Island 4th Nov.)

Shanghai and Europe via Siberia. Pres. Cleveland Mon., Oct. 21, 5 p.m. Registration 5 p.m. Letters 6 p.m.

Holow. Kwelyang Tues., Oct. 22, 8.30 a.m.

Port Bayard, Holow, Fakhoi and Haiphong. Tonkin Tues., Oct. 22, 1 p.m.

Straits and Calcutta. Yuen Sang Tues., Oct. 22, noon. Parcels 1 p.m. Letters 1 p.m.

Shanghai and Japan. Porthos Tues., Oct. 22, 2 p.m.

Saigon, Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Africa, Egypt and Europe via Marseilles. General Metzinger Tues., Oct. 22, K. P. O.

Registration 1 p.m. Letters 1 p.m. G. P. O.

Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 22nd November.)

Swatow, Amoy and Foochow. Hai Ning Tues., Oct. 22, 2.00 p.m.

Manila. Emp. of Asia Tues., Oct. 22, 4.30 p.m.

Manila. Pres. Madison Tues., Oct. 22, 4.30 p.m.

Swatow. Chaksang Tues., Oct. 22, 5 p.m.

Manila, Australia and New Zealand via Thursday Island. Aki Maru Wed., Oct. 23, Registration Oct. 22, 5 p.m.

Letters Oct. 22, 8.30 a.m. (Due Thursday Island 4th Nov.)

Shanghai and Europe via Siberia. Pres. Cleveland Mon., Oct. 21, 5 p.m.

Registration 5 p.m. Letters 6 p.m. G. P. O.

Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 22nd November.)

Swatow, Amoy and Foochow. Hai Ning Tues., Oct. 22, 2.00 p.m.



ATTRACTIVE STYLES IN  
**WINTER COATS**

From \$26.50 to \$160.00

Now being displayed by  
**EVE PEDDER STREET****The Un-Wisdom Of Delay.**

With many people delay, even of a day, to evacuate the body's waste disturbs and distresses the whole system, and to all such Pinkettes, the gentle, non-habit-forming, dainty little laxatives, are the surest and best safeguard of physical well-being.

To the habitually constipated Pinkettes bring prompt painless relief. After that, taken occasionally when needed, they ensure regularity, keep the liver active, the complexion clear, the breath sweet. Of chemists everywhere at 60 cents the vial.

**MRS. SEKAI  
MASSAGE**6, Wyndham Street, 1st floor,  
Hongkong.**METALS**of all kinds especially for ship-  
building and engineering work.  
Complete stock. Best Terms.  
Immediate delivery.**SINGON & CO.,**  
ESTABLISHED A.D. 1880.HING LUNG St.  
Phone.....Central 515**PREMIER'S TOUR.****DELIVERS AN IMPORTANT  
SPEECH IN OTTAWA.**

Ottawa, Oct. 18.  
Replying to Mr. Mackenzie King's speech of welcome at a Canadian Government dinner in his honour, Mr. Ramsay MacDonald said he was returning to London to begin conversations with France, Italy and Japan in the same frank, free and open way in which the conversations with America had been conducted. He hoped an agreement would be reached in the spring which would be the biggest and most substantial advance towards world peace in the history of the world.

The Dominions would be kept informed, also any other country wishing to be kept informed. An absolute agreement had not been reached with the United States, because both realized there was the world outside, and they did not want to impose their will on the world, while their disagreements would not prevent a world agreement.—*Reuter's American Service.*

**France and Italy to Discuss.**

Paris, Oct. 18.  
It is officially announced that the French Government has agreed to Italy's desire to exchange views prior to the London naval conference. It is understood that the French Government does not intend to engage in any particular conference with any one country prior to the five-Power conference, being of opinion that each Government should be free to negotiate with all the other interested states in order to provide the greatest possible chance of success for the conference, and there should not be a hard and fast preliminary agreement, but merely a cordial exchange of views.—*Reuter.*

**Japan's Attitude.**

Tokyo, Oct. 18.  
Baron Shidehara in a statement to the press amplifies Japan's reply to the British invitation. He defines the Japanese attitude towards the arms conference.

Prefacing his remarks by observing that Japan is looking forward to "the adoption of plans that will in no way operate as a menace to any Power, and will at the same time strengthen in the mind of each the sense of national security inspired by the Kellogg Pact," Baron Shidehara continues, "No less importance is attached to the popular demand for a reduction of costly expenditure on armaments."

He asserts, "our wholehearted efforts will be exercised in co-operation with the other naval Powers to secure that end."

Referring to Japan's emphasis on the desirability of preliminary informal conversations, the Foreign Minister makes it clear that such preliminary conversations envisage of any kind to the prejudice of any third party; they are simply designed to facilitate the adjustment of matters wherein Japan is particularly interested, and to prepare the ground for speedy and successful issue of the conference.

Asserting that Japan is equally willing to hold similar informal discussions with the American or any other Government, "on questions with which these Powers are interested in common with Japan," he concludes by reiterating that confidence in the conference will succeed in promoting "those international relations of peace and good understanding which have always been at the heart of this people."—*Reuter.*

**PRINCESS ROYAL.****A GAIN OF STRENGTH IN  
THE PAST WEEK.**

London, Oct. 18.  
A bulletin states that the Princess Royal has gained strength during the past week, and the local condition remains quiescent.—*Reuter.*

**NAVY SWIMMING  
CHAMPIONSHIPS.****RESULTS OF DEVONPORT  
CONTESTS.**

Results of the Royal Navy and Royal Marine Swimming Championships, which were held at Devonport on August 30 last have been received by the local naval authorities. They are as follows:—

Free Style, 100 Yards.—Telegraphist Goodman (Devonport) 1; A. B. Fryer (Devonport) 2; Stoker Patchett (Portsmouth) 3. Time 88 secs.  
Breast Stroke, 100 Yards.—A. B. Mullens (Devonport) 1; A. B. Atwood (Devonport) 2; A. B. Elson (Chatham) 3. Time 83 secs.  
Back Stroke, 100 Yards.—A. B. Fryer (Devonport) 1; A. B. Adams (Portsmouth) 2; A. B. Derbyshire (Portsmouth) 3. A. B. Fryer's time of 82 seconds constituted an R.N. and R.M. record.

Free Style, 220 Yards.—Marine Richards (Portsmouth) 1; Stoker Patchett (Portsmouth) 2; Shipwright Smith (Devonport) 3. Time 2:53.4-5.  
Diving.—Corporal Wale (Chatham) 1; S. A. Scriven (Devonport) 2; A. B. Williams (Devonport) 3.  
Plunging.—A. B. Derbyshire (Devonport) 1; Sergeant Waskett R.M. (Portsmouth) 2; Boy O'Brien (Chatham) 3. Distance 54 ft. 8 ins.

Free Style, 440 Yards.—Marine Richards (Portsmouth) 1; L. S. A. Home (Portsmouth) 2; Shipwright Smith (Devonport) 3. Time 6:21.  
Relay Race.—Devonport 1; Chatham 2; Portsmouth 3.  
Interport Water Polo Cup.—Semi-Final Ports beat Chatham 4-3; Final Ports beat Devonport 2-1.  
Interport Challenge Cup.—Devonport 42 points, 1; Portsmouth 26 points, 2; Chatham, 14 points, 3.

**AMERICAN STOCKS.****CABLED QUOTATIONS FROM  
NEW YORK.**

The following quotations as at the close of the market on Friday have been received from their correspondents Messrs. Hayden, Stone, and Co. of New York by Messrs. Swan, Colburn and Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," (Shanghai), who are not responsible for the cable mutilations.

Previous	Latest
Anaconda Copper	112
Bethlehem Steel	115
Baltimore and Ohio	134
Chrysler Corp. (Common)	56
Erie Ry. Co.	81
General Motors	84
Goodyear Tyre and Rubber	104
Granby Consolidated	102
Copper	85
International Cement (Common)	65
Missouri Pacific (Common)	94
Liggett and Myers "B"	106
Nevada Consolidated	45
Copper	43
Radio Corporation of America (Common)	89
Standard Oil Co. of New Jersey	82
Standard Oil Co. of New York	44
Southern Pacific	140
United States Steel	219
Vacuum Oil	123

For bringing indecent newspaper matter into the Colony from Canton, a Chinese was fined \$50, or one month's hard labour, by Mr. A. W. G. H. Grantham at the Central Police Court this morning. Sub-Inspector Carey stated that the authorities were endeavouring to stop the flood of indecent native literature that was flowing into the Colony.

**LETTER GOLF.**

S	T	O	R	M
D	O	O	R	S

**LOCAL RADIO.****BROADCAST PROGRAMME  
FOR TO-DAY.**

Broadcast by Z.B.W. on 250 metres.  
1.45 p.m. Weather report.  
7.45 p.m. Evening weather report.  
9 p.m. Evening general programme, (Columbia records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.).  
"Melodious Memories," (Pot-Pourri), Regal Cinema Orchestra.  
Dance music.

9.20 p.m.  
"The Gondoliers," (Gilbert and Sullivan), Vocal Gems.  
Columbia Light Opera Company.  
Dance music.

9.45 p.m.  
"Gaiety Echoes," (Cartell and Monckton).  
Herman Finck and His Orchestra.  
Dance music.

10.10 p.m. News bulletin.  
"Les Millions D'Arlequin—Serenade," Violin Solo, Eileen Zimklist.  
Dance music.

10.30 p.m. Evening programme of Chinese music, (Records supplied through the courtesy of Messrs. Sincophone Co.).

11.30 p.m. Close down.  
To-morrow's Programme.  
The following programme will be broadcast to-morrow from the Hongkong Broadcasting Station Z.B.W. on 250 metres.

9.55 a.m. Morning service relay from St. Joseph's Church. (Programme announced from studio).  
At End of Relay. Programme of Chinese music, until 1 p.m. (Records supplied through the courtesy of Messrs. Canton Trading Association).

1.45 p.m. Weather report.  
7.45 p.m. Evening weather report.  
9 p.m. Evening general programme, (Victor and H. M. V. Records supplied through the courtesy of Messrs. S. Moutrie and Co.).

"La Source Ballet."  
The Band of H. M. Coldstream Guards.

"Behold! God the Lord,"  
"And Then Shall Your Light Break Forth."  
Royal Choral Society.

"Serenade," (Schubert).  
"Calm as the Night."  
Contralto, Louise Homer.

"Thanks be to God,"  
"Be Not Afraid."  
Royal Choral Society.

"Lotus Land," (Scott).  
"Hungarian Dance No. 17," (Brahms).

Violin Solo, Fritz Kreisler.  
"Even the Earliest Heart,"  
"Thy Home is Fair Provence,"  
Baritone, Giuseppe De Luca.

"Bail, We Cry to Thee,"  
"Blessed Are the Men Who Fear Him,"  
Royal Choral Society.

"O Flower of All the World,"  
"Down in the Forest,"  
Tenor, Walter Glynn.

"I Know That My Redeemer Liveth,"  
Master E. Lough and C. Thälben Ball.  
"Sonata Appassionata," in F Minor, (Beethoven).

Piano Solo, Harold Bauer.  
"Remember Not," (Puccini).  
"Come at Time,"  
Choir of Canterbury Cathedral.

"Gold and Silver—Waltz," (F. Lehár).  
"Emperor—Waltz," (Johann Strauss).  
International Novelty Orchestra.  
10.30 p.m. Close down.

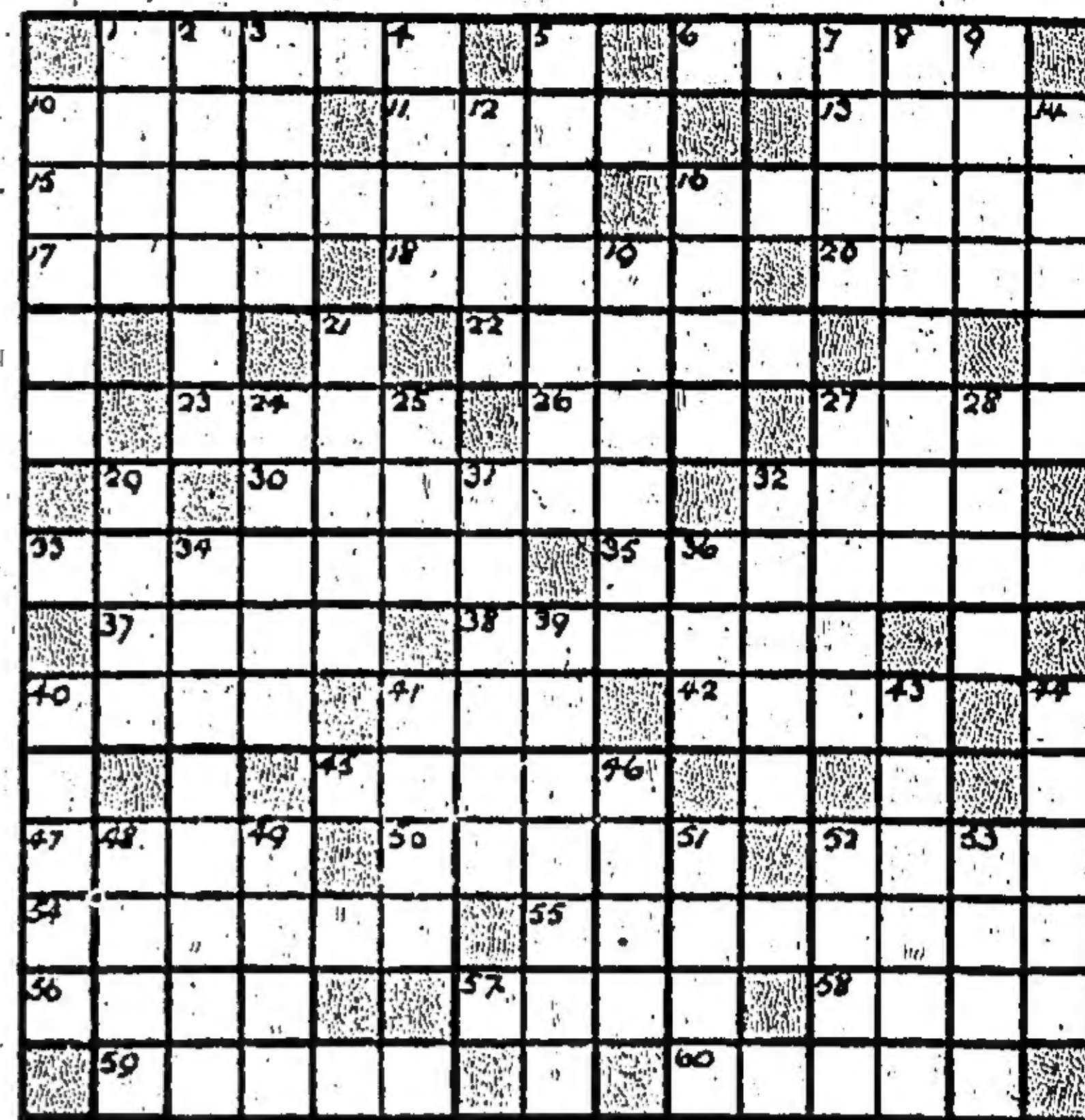
**THE HOCKEY CLUB.****TEAMS FOR THE MATCHES  
NEXT WEEK.**

The Hongkong Hockey Club's first team to meet the K.O.S.B. on the U.S.R.C. ground at 5 p.m. next Wednesday will be—C. L. Gregory, W. Woodward, J. Rodger, O. Butler, A. A. Dand (captain), J. E. Noronha, E. H. D. Wade, G. E. R. Divett, R. W. Skipp, C. G. Francis and E. C. Fletcher.

The second team, to meet the 3/15th Punjab Regiment on the Marina ground at 5 p.m. on Monday will be—W. Borrowman, R. R. Todd, L. F. Nicholson (captain), H. G. Mills, A. R. Botelho, L. A. R. Duncan, Major Kerrich, O. Butler, R. K. Valentine, T. J. Price and D. McDougall. Referee—Rev. N. Evans.

The "A" team to meet the King's Own Scottish Borderers next Friday on the King's Park ground at 5 p.m. will be—R. W. Sapsed, J. E. Henry, G. A. L. Plummer, J. W. Arber, E. J. S. Dale, W. R. Greenhalgh, T. J. Price, G. Rankin, L. G. Frost, E. R. West and M. G. Marriott.

Yesterday's Match.  
The "A" team of the Hongkong Hockey Club met the 3/15th Punjab Regiment on the Marina ground last evening and lost by the only goal of the game. The match was fast throughout, both goals being visited in turn. The winning goal was scored from a corner by Capt. Wernicke.

**OUR NEW BRITISH CROSSWORDS**

Across

- Protect.
- Dash the teeth together.
- Hairless.
- Ceremony.
- Servant.
- Height.
- Delay.
- Enticement.
- Carried.
- Dandy.
- Tawny-coloured animals.
- Gem.
- Portion.
- Eclipse.
- Degraded.
- Jot.
- Go before.
- Merciful.
- Scottish highlander.
- Fears.
- Assess.
- Spirituous water.
- Stagger.
- Morning service.
- Charity.
- Spanish title.
- Serious.
- Boil.
- Lovable.
- Numerous.
- Paragraph.
- Ran away from.
- Ruined.
- Benefit.
- Clean and dress.

Down

- Occasion of festivity.
- Last.
- Aperure.
- Cudgel.
- Barren.
- Among.
- Soak.
- Went in haste.

**Yesterday's Solution.**

FETISH S ABUSED  
A R TORTURE I E  
CLINIC R SALMON  
E P RUBICON P O  
TROW S P N BEST  
SEDAN AGT CARTE  
V S RUSED Y I  
BOASTER SOJOURN  
K A WASTE N R  
PETIT LAY DEBUT  
IDOL G L E TAP  
T M TABLEAU R A  
TRAVEL I SPORTS  
E T RECEDED E E  
DROWN D DONNED

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"The Man who brings the Sunshine" (Cooper)

(Sung by Peter Dawson—Record B-3078)

Chant Sans Parole (Tschakowsky)  
Ca C'est Madrid (O'Henry)

Played on the organ of "Madame Tussaud's"

Cinema, London, by Edward O'Henry—Record B-3094

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The  
Hongkong Telegraph

SATURDAY OCT. 19, 1929.

THE NAVY LEAGUE.

Thanks to the activities of the local branch of the Navy League, Nelson Day (the anniversary of the Battle of Trafalgar) will be observed in Hongkong on Monday by the laying of wreaths on the Cenotaph and the Wanchai Monument, and, at night, by a fine concert at the Lee Theatre, which should give much enjoyment to all who attend and also help considerably in adding to the funds of the League. In these days, when we hear so much of disarmament, it might at first sight seem a little incongruous that the Navy League should continue its activities, but a knowledge of the nature of the work done by this organisation should serve to dispel erroneous ideas on the subject. In its propaganda work, the League has made it known that it is thoroughly at one with the pacific aims of those who are urging disarmament, but, at the same time, it seeks to stress the point that whatever scheme is eventually decided upon, it is essential that Britain should have a Navy adequate to the task of policing the trade routes upon which the food supplies of the Old Country depend. The League does not stand for the "Big Navy" movement, but it does believe that the Empire should have a naval force thoroughly efficient for the task for which it exists. In that outlook, we believe it has behind it all loyal Britons, to whatever political party they may belong.

There is, however, a side of the Navy League's work which is not known nearly to the extent that it should be. We refer to the aid which it renders to naval charities and to the training of lads for sea service. These are the movements to which the larger part of the League's funds are devoted. A splendid work is being done by the Sea Cadet Corps, of which there are now nearly forty affiliated to the League. These lads are trained in seamanship, signalling, etc., and eventually many of them find positions in the Royal Navy and the Merchant Marine. Others are emigrated to the Dominions, where the training they have received, both in technical matters and in character-formation, are of the greatest value. The lads are trained in accord with the best traditions of British seamanship, and the great majority of them turn out to be a credit to the movement and to their native land.

Another aspect of the League's activities is the educational work which it does in connexion with the schools. It has been found that many children in the slum districts of the big cities have the haziest ideas of the importance of the sea to the British Empire. Accordingly, addresses are periodically given in the day schools on subjects connected with the sea services. In this way, the rising generation are given a correct appreciation of what Great Britain owes to the Navy and the Merchant Marine.

We have already briefly referred to the Navy League's attitude on the disarmament question, and one other quotation will serve to show how it views this matter. In a recent letter to the Press, the League officials said its attitude towards those who were seeking international agreements was: "Good luck to you; we cheer you on and hope you will have success in reducing the chance of the breaking out of that curse of mankind—war." That is sufficient to show that the League is neither jingoistic nor bellicose in its policy. It does, however, want the realities of the position to be faced, and to see that vital rights are not surrendered. Hongkong, as a great seaport, does well to retain its link with the League, by joining which residents of the Colony will have the assurance that they are helping forward a work of real value.

## Electric Power Abegging.

That the swift tidal currents flowing from the Atlantic into large river estuaries round the coast of Great Britain are a potential source of enormous electrical power is elementary. The problem which has engaged the attention of the foremost British scientists in the last few years is whether these resources can be harnessed at a cost which would be commercially practicable. It is, therefore, a foregone conclusion that the report of the experts who have been investigating the possibilities of the Severn Barrage Scheme, and reported most favourably, will excite the widest interest in business as well as Government circles. Mr. J. H. Thomas will, we are sure, need no persuasion that one of the finest constituents of a cure for unemployment is ready to hand. The undertaking would be of enormous value in a dozen different ways, and if enlarged upon in other spheres, provide the complete solution of Great Britain's industrial problems. This is not so fantastic as it sounds. Mr. Smith's completed scheme would provide 5,500,000 horse-power units per day, and current could be distributed throughout the British Isles at, he estimates, 1/30th of a penny per unit. Works throughout the country would be electrified. The costs of production in every industry would be enormously reduced. Mr. Smith has selected for his calculations, four places only, namely, the Severn at Portishead, the Dee at the Point of Air, the Mersey at Liverpool Docks, and the Mersey above Liverpool Docks. Of the 34-foot rise and fall of the Severn he would use only seventeen feet, and on a similar basis, he reckons only 14 feet for the Dee, 14 feet for the Mersey, and 13 feet for the Mersey. On rising tides the water would run through the turbines into the inside of the weirs, and on ebbing tides through the turbines into the outside of the weirs. The doors would be closed at low water keeping out the rising tide and also at high water, keeping out the full tidal water. As there are three hours difference between the times of high water on the Severn and at the other points, the Severn would get a start of three hours, and would finish when the others were at half rising tide, and were able to take over fully from the Severn. The Severn would be in a position to take over again when the others had reached minimum tide. When the working time of the turbines was over, the head of water would be disposed of by allowing the turbines to run beyond their time and by opening large sluices, the channels being large enough to clear away the surplus water in about twenty minutes. It will be seen that all parts of the scheme are interdependent, but that they aim at the constant supply of eleven times the power contemplated by the Severn Barrage Scheme separately. Modifications would permit, separate working, would cost less, but the net result would also be less. No doubt, these factors are being kept well in mind, and room will be allowed for co-ordination if further study reveals that the developments contemplated by Mr.

## DAY BY DAY.

YOU MUST BE CONTENT TO LIVE  
A DAY AT A TIME.—Graham Travers.

Yesterday's return of notifiable diseases shows two further cases of typhoid—one British and one Chinese.

His Excellency the Officer Administering the Government has appointed Lieut-Commander "Lionel" Moore Bridge, Royal Navy, to be a Member of the Harbour Board.

His Excellency the Officer Administering the Government has appointed Lieut-Commander Thomas Charles Stiff, R.N.R., to be an Assistant Government Marine Surveyor (Nautical Surveyor), Harbour Department.

Observatory returns for the month of September show that the average mean temperature was 81.2, the highest being 90.2 and the lowest 74.5. There were 211.5 hours of sunshine and 10.79 inches of rain, whilst the average humidity was 79.

We are informed by Mr. H. Davenport Browne, Hon. Secretary of the Hongkong A. D. C., that owing to unforeseen circumstances the committee has regretfully decided to withdraw the production of "And So To Bed" which was arranged for the 16th proximo.

The attention of dealers in wireless telegraph appliances and apparatus is drawn to their obligation, as from 1st October, 1929, to apply at the Radio Office, P. and O. Building, for a dealer's licence, in accordance with the terms of the revised Regulations under the Wireless Telegraphy Ordinance of 1926.

Banknotes and Cantonese 20-cent pieces to the value of \$1,700 have been reported stolen from the safe of Lei Hung, manager of the Hung Wah Restaurant, 264, Queen's Road West, the robbery having been effected by means of a duplicate key, between 11 p.m. yesterday and 6 o'clock this morning. A cook who has since absconded, is suspected.

The following forthcoming weddings are announced:—Mr. Charles Frederick Southin, Foreign Y.M.C.A., Shanghai, to Miss Winifred Emma Holloway, No. 47, Pinfold Street, Rugby, Warwickshire, who is travelling to the Colony on board the s.s. Malwa; Mr. Sidney James Carter, Chief Officer of the Seowordo West, residing at the Kowloon Hotel.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths: Plague, Alexandria 3 (2), Baghdad 1, Rangoon (2), Colombo 1, Saigon 1 (1); Cholera, Calcutta (15), Tuticorin 6 (5), Pondicherry 16 (11), Swatow (6), Small-pox, Berbera 1, Alexandria 1, Bombay 5 (3), Calcutta 2 (2), Cochin 2, Madras 12 (1), Mouline 1 (1), Rangoon 1, Batavia 2 and Samarinda 6 (1).

Among the passengers on the N.Y.K. s.s. Kamo Maru which arrived here yesterday on her way from Japan to Europe are Miss H. Proslak and Mr. Frederick Ludwig for Marseilles; and Mr. and Mrs. Cousins, from Kobe to Colombo; Mr. and Mrs. H. V. Canter and H. V. Canter, Jr., who arrived here from Seattle on a world tour about two weeks ago, from Hongkong to Europe; Mr. T. C. Wang, Chinese representative to the Police Convention to be held in Paris soon, to France; and Mr. J. P. Shroff, from Kobe to Colombo.

## EXCHANGE RATES.

	London, Oct. 17.
Paris	123.875
New York	4.87 7/32
Brussels	34.875
Geneva	20.175
Amsterdam	12.09 1/2
Madrid	162.045
Berlin	20.40
Stockholm	12.205
Copenhagen	18.205
Oslo	34.64
Vienna	104.4
Prague	104.4
Helsingfors	193.4
Madrid	34.195
Athens	317.375
Bucharest	517.375
Rio	6.7
Buenos Aires	471.82
Bombay	15.27 3/32
Shanghai	2.2 1/4
Hongkong	1.0
Yokohama	1.119 1/16
Silver (spot)	23.1 1/16
Silver (forward)	23.1 1/16

—British Wireless.

Smith elsewhere than in the Severn are equally practicable as a commercial proposition. It would be amazing if the prospect of establishing Great Britain as the best-equipped country, electrically, in the world, were not given the closest study.

## THE PROFESSING PROFESSION.

Some Thoughts on True Leisure.

College professors are not the only class of persons whom we regard as essentially absurd. Ask the regular peruser of humorous "columns" or of coloured Sunday Supplements—ask anyone, in short, who gets his daily laughter fresh from the great national manufacturers, and he will tell you that although the Typical College Professor is indeed the most laughable man on earth, yet he has good company and even some rivals. In case you do not already realize the fact, he will inform you that the members of several professions are so naturally and spontaneously ridiculous that the mere mention of them—at any rate on the proper occasions and among people who take a normal view of such matters—is sufficient to rob a man of his heart-easing mirth. If you press him for details he will tell you that these ever-laughable persons, arranged in the order of risibility, are the Typical College Professor, the Preacher, the Poet and the Painter. (You must not suspect him of deliberate alliteration. If all the ludicrous professions happen to begin with the letter "P" that is no affair of his.)

Still, the Typical College Professor heads the list. Painters and Poets and Preachers are indeed delightful, but he is beneficent; our laughter at them is like a steady spanking breeze, but when his name is mentioned it rises to a gale. And if I ever have the good fortune to meet a Typical College Professor—I have been hopefully searching for one these many years, but thus far in vain—I shall certainly say to him that this wonderful faculty he has of amusing his fellow men and driving dull care away ought certainly to ameliorate and cheer his otherwise unenviable lot.

Professional clown and joke-smiths, we are told, lie awake nights, thinking up new ways of making people laugh. But here is a man who does it naturally, without effort or forethought, even without knowing how he does it, who in himself, he is at any rate the better half of a Falstaff, being so obviously "the cause that wit is in other men."

If my own experience goes for anything, Typical College Professors seem to be excessively rare, and I simply do not understand how it is that cartoonists and the concoctors of Columns enjoy so much better luck than I have had in tracking him to his secret haunts. Not only are they acquainted with the minutiae of his personal appearance—with his long hair, ancient garb, enormous spectacles, and faithful umbrella—but they have caught the very trick of his speech, abounding in Greek and Latin derivatives; they have exact information concerning his so-called bank account and also about his exiguous and somewhat chaotic domestic arrangements. But I, as I have already confessed, have never actually seen a Typical College Professor. Far be it from me to hint that he is a mere myth perpetrated by professional humourists who once sat rather uneasily in college classrooms and who are now "getting even."

Neither do I suggest that our gibes at him are actuated by the excellent democratic determination to prove that everyone who pretends to more knowledge than we have must be a fool. No, it is simply that I have no luck. Approximations to the Typical College Professor I have indeed encountered—hints and adumbrations of him, preliminary sketches—but never the thing itself, the pure and quintessential.

Now I surmise that it must be one of the less agreeable experiences of the ordinary and non-typical professor to find that nearly everyone regards him as completely and perfectly typical. No one ever wants to be a typical anything; if you stop to consider it—a typical poet or athlete or king or bishop or even business man; what we want, and should want, is to be individuals, and to be regarded as such. The professor is balked in this normal human wish. Ninety-nine persons accept their opinions of him with perfect docility from the cartoons and the comic supplement for one who has actually seen a professor and has therefore discovered that he has recognizable human traits.

The actual professor may be intensely "practical," but he is regarded inevitably as a dreamer; he may be crammed with facts, but he is always treated as an idle theorist; he may have memorized all the baseball scores of the last decade, but people will not abandon their conviction that he cares for nothing except Etruscan Epigraphy or the dynasties of the Pharaohs. All this, I should imagine, might be a little hard.

There is, in fact, a college professor of my intimate acquaintance—quite an ordinary college pro-

fessor and not "typical," so far as I can see, at all—who has taken it very hard indeed. Again and again I have urged this man to see the situation, so to speak, "in the round" and in relation to what he knows of human nature. I point out to him most cogently and clearly that the great dear Public simply has to think in terms of types because such thinking saves time and energy. I ask him to draw a little upon his not wholly deficient funds of humour, and occasionally he does draw a drop or two, smiles a wan smile, and then relapses into gloom. Nothing helps him permanently. He has come to abhor the very title of "Professor," and he is never more happy than when he has slunk away into some still backwater of society where he feels sure for a time that the hated syllables cannot pursue him.

So much for the prefix of his name, but the full measure of his woe is not yet revealed. This same man of whom I speak once spent two laborious years in adding to his name the suffix "Ph. D.," and the suffix also clings like a burr. He pulls it off, dashes it down and treads on it, but before he has moved ten paces some well-intentioned person has run up behind him and has said—not to overwork the metaphor—"your title, Sir!" You should see how his eyes light up when he sees himself, spoken of in print, or hears himself addressed in speech, not as "Professor" nor as "Ph. D.," nor yet as "Professor —," Ph. D., but simply as "Mr. —." That light of joy in his look signifies that he has managed to scale the two huge walls with broken glass on top that have so long sundered him from his fellow men and is once more disporting himself, no longer a Professor and as though he had never been a Ph. D., in the blessed level fields of the Misters.

It is a strange thing, you say, that a man should work so hard to acquire titles which, once they are secured, he works perhaps even more earnestly to evade and ignore and get forgotten. Well, and so it is a strange thing, even inconsistent, if you like, but then human nature is itself strange and inconsistent, and there is a surprising amount of human nature in professors. It is seldom completely eradicated even from Ph. D's.

Although I have found that I cannot say anything that will give this man any permanent comfort, I go on suggesting lines of thought to him which would certainly be helpful to a more reasonable person. I ask him what a profession he can name that is more beneficially influential than his own, in what one he would be likely to find more intelligent and thoughtful colleagues, or where in all this world he could hope to acquaint himself more thoroughly with what is best in the great past while at the same time maintaining closest relations with the present and the future.

A College Professor, I remind him, is the white-hot point of fusion where past and future meet, for he more than any other human being is constantly engaged in

(Continued on Page 7.)

## WHO WAS... MRS. GRUNDY?

"If our Nelly were to marry a baronet, I wonder what Mrs. Grundy would say," remarks Dame Ashfield in the first act of "Speed the Plough," a comedy by J. M. Morton. To Dame Ashfield's infinite infatuation, her neighbour Mrs. Grundy contrived to surpass and outwit her in every way. Mrs. Grundy's husband was a better farmer than her own. So Dame Ashfield's foolish fancy was for ever imagining situations wherein she triumphed over her rival.

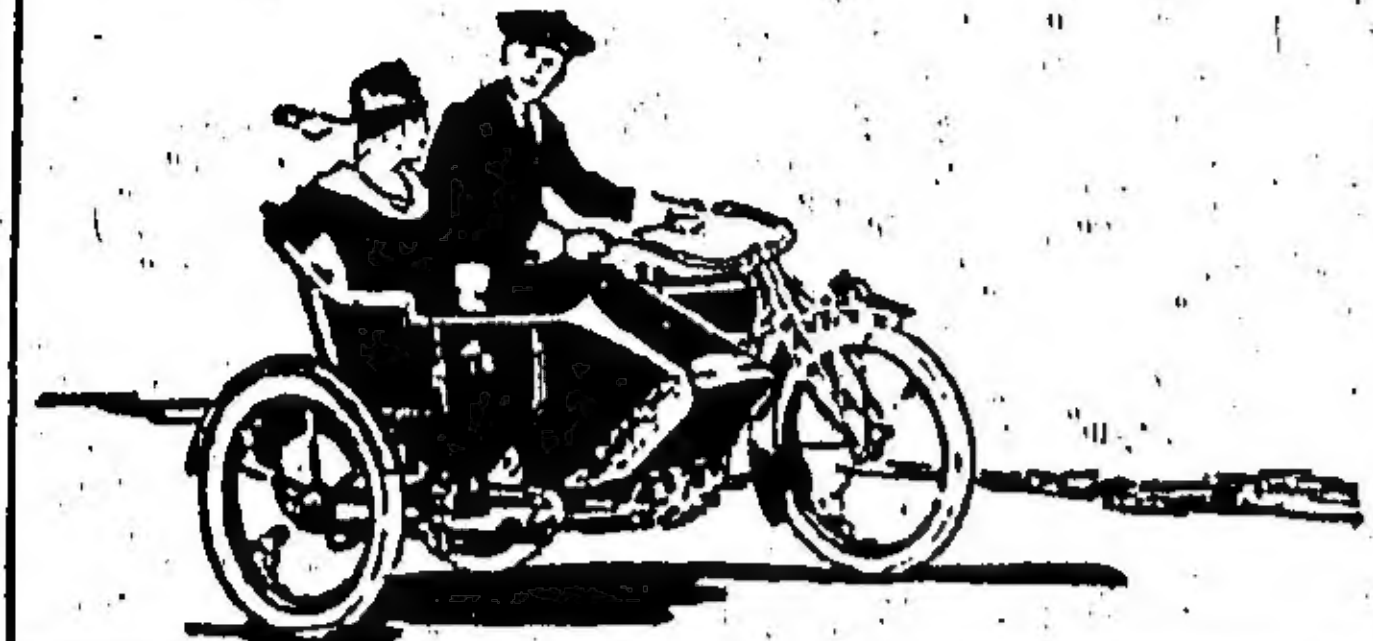
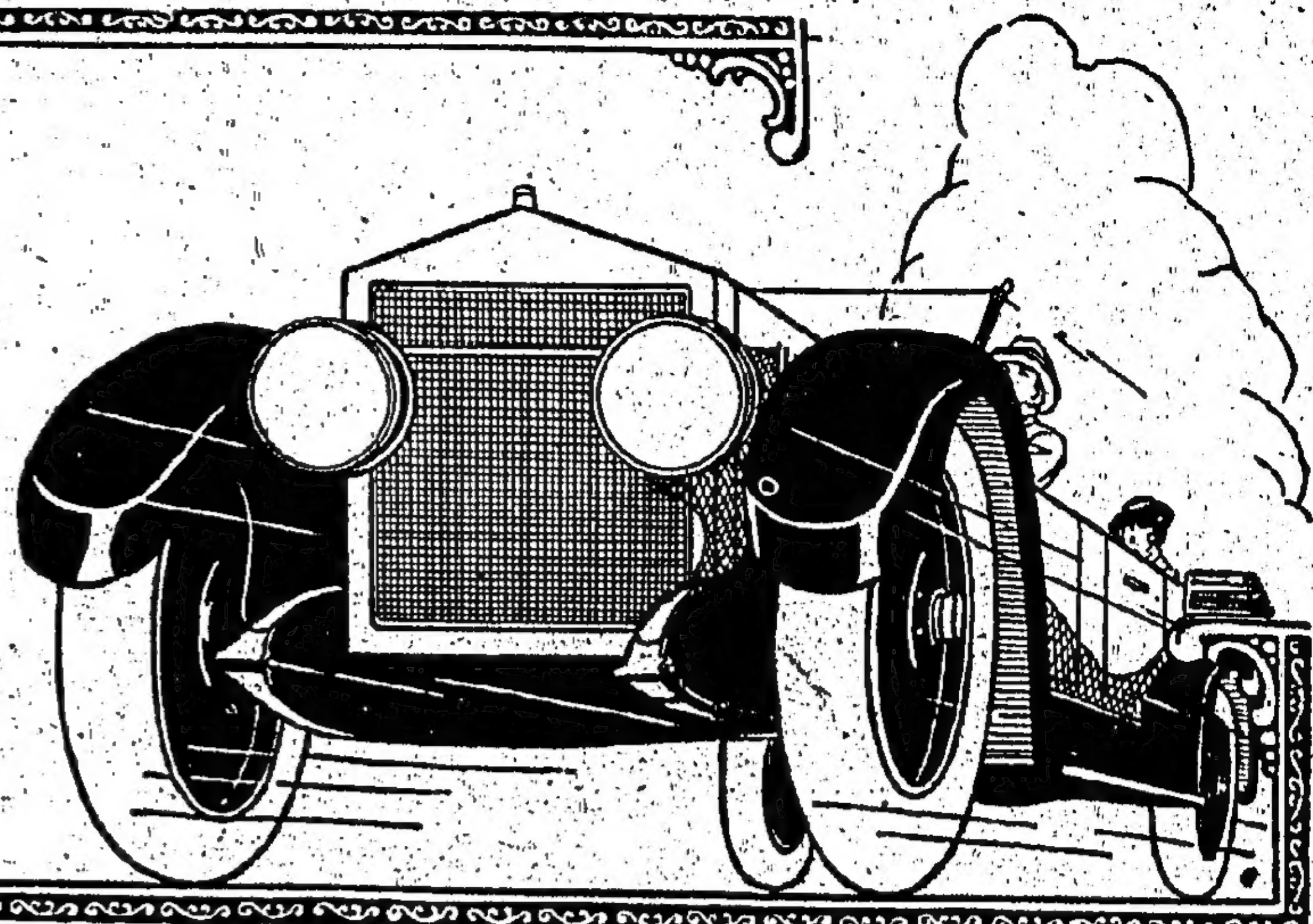
There was another Mrs. Grundy, a real person this one, the Hon. Mrs. Felix Grundy of Tennessee, the leader of fashionable society in the city of Washington. A strict observer of the conventions, she was regarded as the infallible authority on all questions of propriety.

From the two Mrs. Grundys has been compounded our conception of that much-feared person, the conventional British matron, to whom the slightest infraction of the rules of propriety is a crime of the first magnitude. The rigid, stuffy attitude towards life which Mrs. Grundy symbolises is obviously dying, however. "What would Mrs. Grundy say?" strikes no terror into the heart of the younger generation.



# MOTORING SUPPLEMENT

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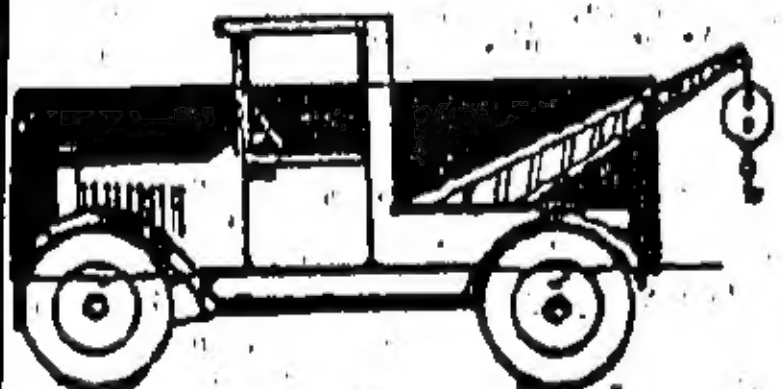
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THE PEAK  
PEAK GARAGE P.208

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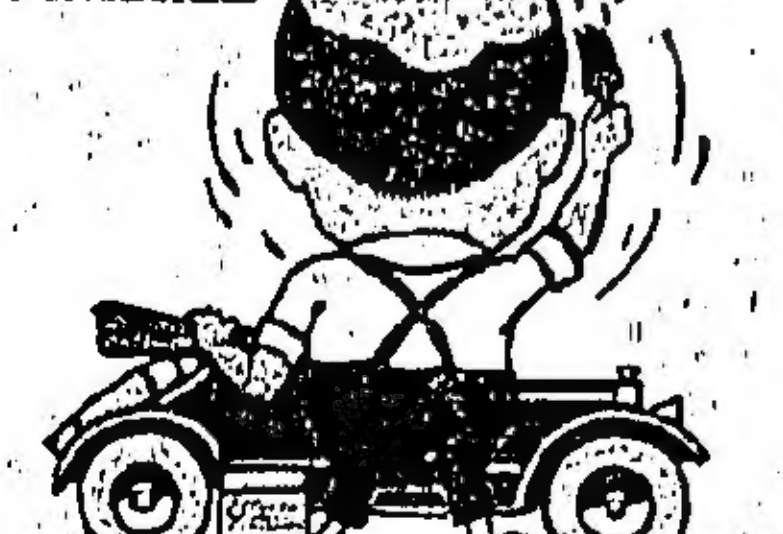


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## CURRENT COMMENT

### Kowloon's Concrete Road.

The rebuilding of Nathan Road on a reinforced concrete foundation is a matter of no little interest and importance to the Colony, as we believe that it represents a new departure in road construction in this part of the world. In the United States, and certain parts of Europe, this type of road has been laid down with success, although in some cases, extreme climates have affected the surface on account of expansion and contraction. Some years ago a reinforced concrete road was built through central London, but in that case the foundation was several feet thick, and it was stated that the road would last for at least one hundred years. The problem of reaching cables, drains, etc. laid beneath the roadway was solved by compelling the companies or L.C.C. departments concerned to tunnel from the footpaths, and that at least remedied the disruption of traffic caused by the constant excavation work. The new Nathan Road will not be of such a solid type, but nevertheless the experiment will be followed with keen interest.

### Traffic Noises.

Although there is a local Regulation prohibiting motor cyclists from using "cut-outs" in the city, many of these two-wheel enthusiasts sweetly ignore it. Especially at night should steps be taken to enforce the law, because it is most disturbing to residents in local hotels to be awakened by the roar of such machines. There is no need to use this device in the city, and those who do show little thought for others.

### Outboard Motoring.

Following the records established for the first communication between Hongkong and Macao by boats equipped with outboard motors, comes the news that the journey has been made by similar craft between this Colony and Canton. Such long journeys successfully accomplished, provide excellent testimony to the reliability of these small boats and the engines which

propel them. It is expected that many more will be seen on local waters during the next year, for once the exhilarating feeling of speeding safely over the water at a good turn of speed has been experienced, there is the desire to become a follower of the new sport. Hongkong offers splendid opportunities for the new marine motoring vogue, which has made such remarkable headway in Europe during the last couple of years, for there are many delightful bays and islands which are rarely visited by local residents. The great point about outboard motoring is the low cost associated with the purchase and maintenance of a boat. A particularly attractive example of this type of craft may be seen at the Kowloon showroom of Messrs. Alex. Ross & Co., Ltd., who are the local agents for the famous little "Seahorse" motors.

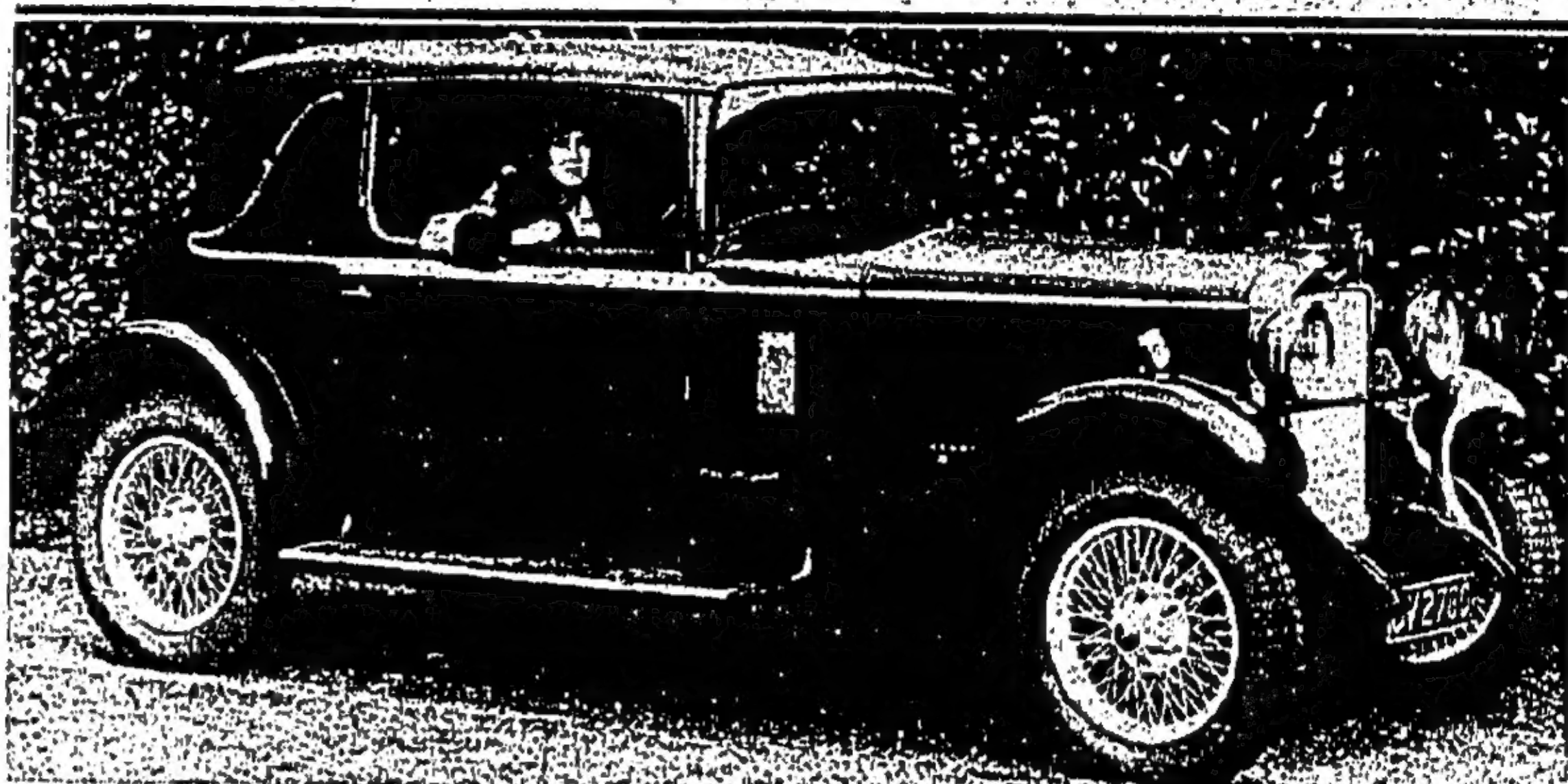
### Central Garaging.

Hongkong is sadly lacking in centrally situated garaging accommodation, and it is difficult to see how the problem can be adequately dealt with. It is true that in London and other large cities, the basements of some of the more spacious buildings have been utilised for this purpose, and it might well be possible for some such provision to be made here in the future as new buildings are erected. The revenue derived from such a facility should be quite considerable, and amply sufficient to justify the venture. Private owners are now compelled to leave their cars out on the streets in all weathers, and it is reasonable to assume that easily accessible covered parking space would be in great demand, especially from those owners who motor down to the city each day.

### NEW VEHICLE PEAK.

The first six months of 1929 saw the production of 3,380,088 motor vehicles, the National Automobile Chamber of Commerce reports. This exceeds the same period of 1928 by 1,053,579 vehicles, or 45 per cent.

## FAMOUS WOMAN DRIVER SELECTS HILLMAN.



The Hon. Mrs. Victor Bruce, probably the world's most famous woman driver, has selected a Hillman straight-eight Seagrave coupe, supplied by Rootes, Ltd., for her own use.

### ROYAL SPEEDSTERS.

Prince George's 83 M.P.H.

### ALL-BRITISH CARS.

The Prince of Wales, and his youngest brother, Prince George, have both got new cars.

They are of the same type, and were built by one of the best known of the British manufacturers who specialises in high-speed sports cars. Prince George has always used this make of car, and recently lent his brother his old model.

The Prince was so pleased with its performance that he ordered a car for his own use when Prince George bought his new one.

Both cars are low-built, black fabric saloons, whose looks belie their power. A story is told of how the Prince, as anxious as any new owner to "see what she can do," took the wheel late at night on a run back from Maidenhead. The speedometer touched 83 miles per hour before the Royal driver was satisfied that the engine lived up to its reputation.

It is Prince George, however, who owns the speed model. He is well known among the entourage of the Court as a first-class driver and a lover of speed, and only the fastest possible car will satisfy him.

Beneath the huge black bonnet of his British model is a straight eight engine of the most up-to-date British design, with twin carburetors. It will tick over slowly with something of the regular precision of a steam engine, and at a touch of the accelerator will roar into thousands of revolutions to the minute, giving a maximum speed of over 100 miles an hour.

The Netherlands government is planning a huge road building programme which will cost, when completed, in excess of \$120,600,000. The programme will embrace reconstruction, new roads and bridges.

### BRITISH CARS.

Developing Overseas Trade.

### BETTER LIAISON.

At the first meeting of the new executive of the British Manufacturers' Section of the Society of Motor Manufacturers and Traders, Sir Herbert Austin was unanimously elected chairman in succession to Mr. E. H. Blake. Mr. G. M. Young, B.Sc., was elected Vice-Chairman in place of Mr. A. Spurrier.

The British Manufacturers' Section was formed in 1927 with the object of providing the machinery for co-operation between all sections of manufacturers of motor products in developing the British motor industry at home and abroad. Branch offices have been set up in Australia, New Zealand, and in South Africa, and for the first time there is a proper liaison between British factory representative and distributors in these markets and the manufacturers at home.

Certain results are already apparent, and even if the very great difficulties, inevitable, in meeting the productive and financial resources of the United States, are admitted, there is every reason to believe that, with stable conditions at home, the improvement noticeable during recent months in general export conditions will be accelerated. As to the home trade, a liaison has been established between the British Manufacturers' Section, the Government, and other authorities, and for the first time the machinery exists for continuous discussion on national, Imperial, and international matters by the various sections of the British motor-manufacturing industry.

Huge Thornycroft trucks, equipped with heavy pneumatic tyres, are now plowing across the Sahara Desert. The trucks have worn a trail across the desert that is nearly as hard as asphalt. They are protected against sand storms.

### A HARD SUBJECT.

Let those who dote on softness sing Of "lov", bananas, sand and feathers; Of "Mammy", "Home", and suffering; Of buttercups and balmy weather— More durable, my choice, more sturdy, No subject for a hurdy-gurdy.

Yet, it should be a monotone, A husky chant devoid of quavers; With basso notes as hard as stone, And central theme that never wavers— The subject of this song, so sweet, Is nothing less than smooth concrete.

What song should flow more easily From throats no longer dried with dust? The ancient car that, wheezily, Coughs praises 'neath its coat of rust Would join its voice with the saloon That merely dares a gentle croon.

Tyres, living longer, louder hum, And sharply back the echoes bounce From clean exhausts; like kettle drums— Of paving that, I'd like to mention's, More permanent than good intentions.

## DRIVING O.P.'S CARS.

Experience Useful.

### MANY TIPS GAINED.

To the ordinary owner there is always a certain amount of pleasure to be derived from handling a strange car, that is, provided the owner is not a fidgety person who sits beside you the whole time and worries. It is of great interest to get the "feel" of another make, to try it on a favourite bit of road, to make mental comparison with one's own choice.

And how useful such knowledge may be! One of the best tests is to "drive it yourself"—if you get the opportunity. Besides, there is nothing more devastating in the course of an argument at the club than to be able to say, "Have you ever driven one? Well I have!"

As cars are in the main reaching a very high level of all-round excellence a point which one comes to watch more and more is that of general comfort, for after all this means a great deal to the constant user. There are many tips to be picked up regarding seating position, leg room and pedal location when at a strange wheel, and often the experience so gained can be applied in some measure to one's own problems.

Be all this as it may, human nature is pretty much all akin. To personal friends the same verdict is invariably given. "Very nice car, but I wouldn't change mine for it!" No man will ever admit his choice is wrong, but often his next year's purchase does it for him.

Motor vehicle fatalities in Los Angeles city and county for the past seven months of 1929 have increased 85 per cent. over the same period of 1928. It is estimated that the economic loss to the state by these fatalities is about \$40,000,000.

Messrs. W. G. & H. O. Wills, Ltd.; Messrs. Wilson's Brewery, Manchester; Messrs. Watney, Combe & Reid, Ltd.; Haunchwood Collieries, Ltd.; etc. etc.

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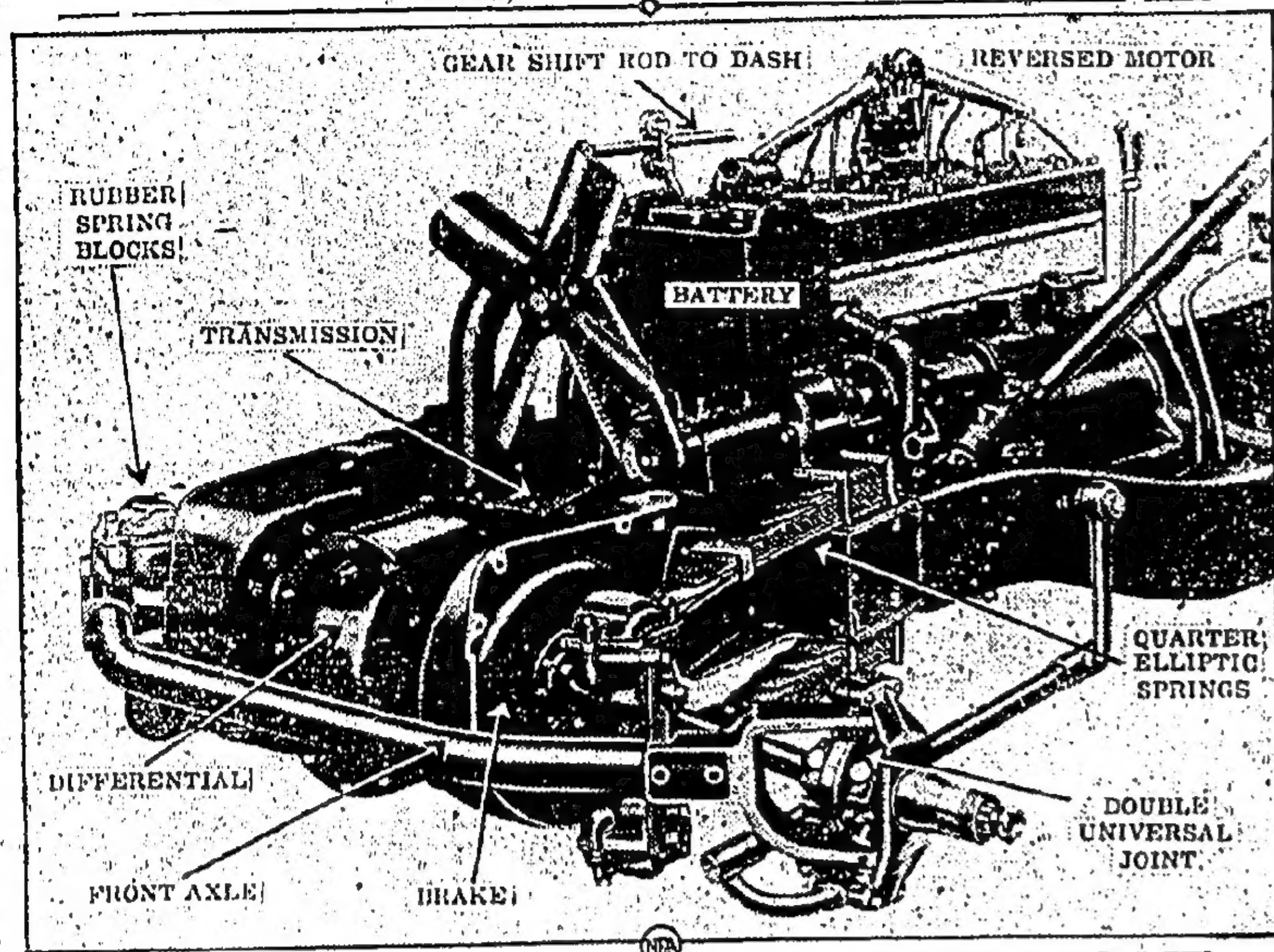
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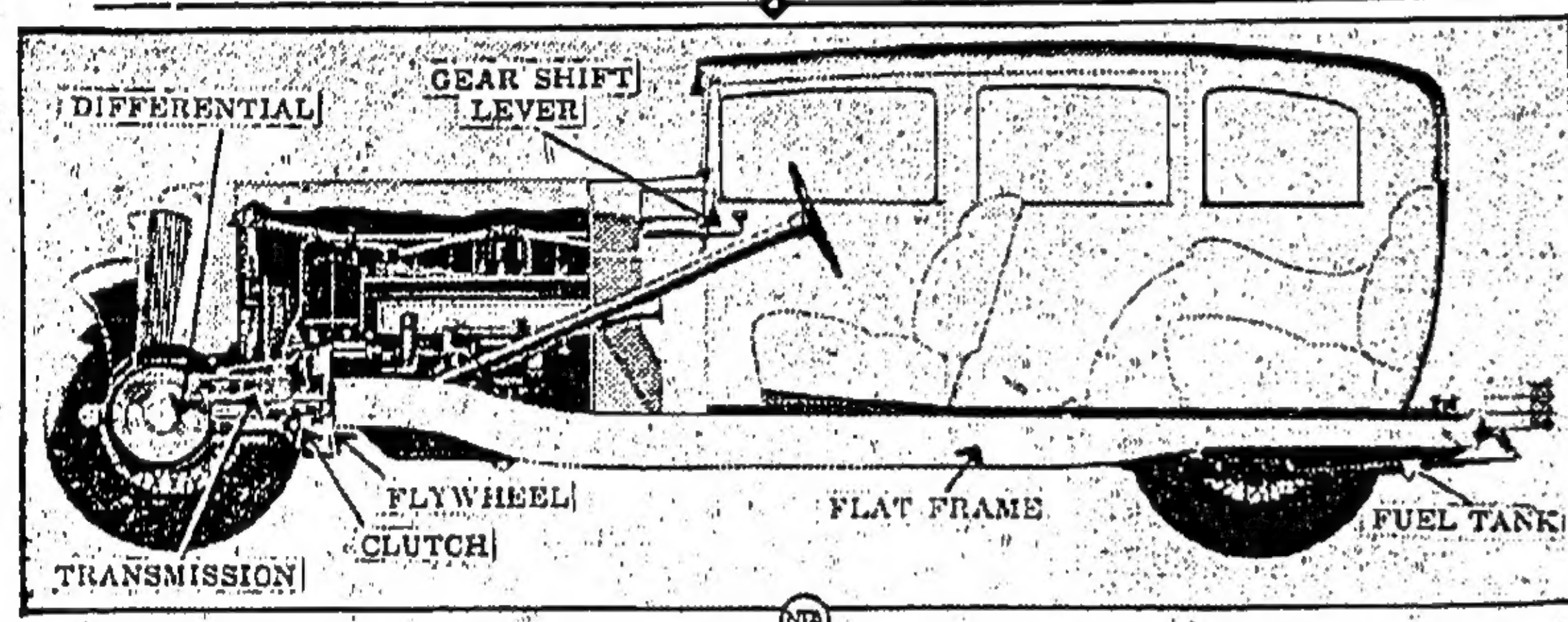
## FRONT DRIVE CAR NOW READY.

Pull by Front Wheels Instead of Push.

[Special to the Hongkong Telegraph by Israel Klein.]



This shows the whole "works" of the Cord front drive power plant. It is a single unit, from motor to differential.



This phantom view of the new Cord front drive automobile shows the straight chassis frame, unit power plant and levelled seating position.

Auburn, Ind. U.S.A., Sept. 9.—In the early days of the industry, automobiles were built with the drive applied to the front wheels. But the great difficulty of steering a car under the conditions then existing forced manufacturers to resort to rear wheel propulsion.

Now, however, with the steering difficulty overcome and many other troubles cleared up, the front drive motor car is coming back.

The first of these to be ready for popular sale is the Cord, which is being introduced by the Auburn Automobile Company of this city. It is named after E. L. Cord, president of Auburn, is made in four models and is to sell for around \$3,200.

Introduction of the front drive car does not mean that the car of to-day is to become extinct. In fact, Auburn itself is continuing the production of its rear-drive models in even greater proportion than heretofore. The new type cars are much costlier, due largely to the necessity of retooling, and many automotive engineers are not yet convinced of their entire practicability.

## What Car Can Do.

For more than two years Auburn had been working on this type of construction and even before that time Harry Miller, famous front drive racing car designer, had been experimenting with it, improving on the design from year to year. The Cord front drive is the combined product of Miller, C. W. Van Ranst, another front drive expert, and the Auburn engineers.

I have just completed inspection of this car and a test drive over wet streets, gravel roads and I am satisfied that, if there were any serious disadvantages to this type of automobile, they have been overcome. This is what three of us did with it.

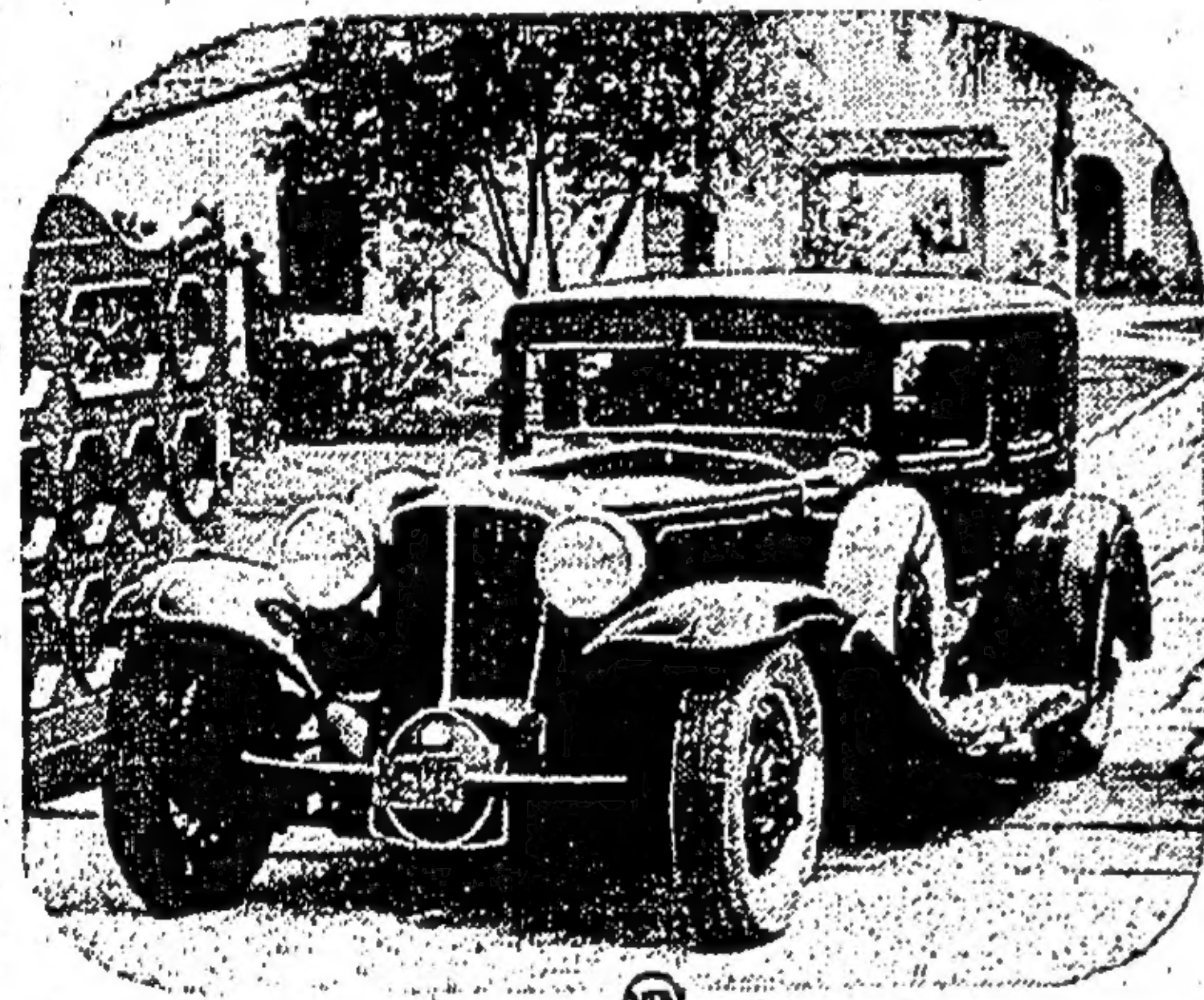
We took turns on wet gravel roads and close to the edge at 70 miles an hour, without skidding over or losing control of the machine.

We drove across a banked railroad track at 40 miles an hour, came down on the other side with only one easy bump and levelled out much faster than any rear-drive car could.

We locked the rear wheels going at 60 miles an hour on wet asphalt and came to a stop without skidding out of our track.

We drove into a car track—and right out again without the least extra effort.

We drove with the left side on wet grass and the right on gravel road, then speeded up the engine to make the left wheels spin without traction, and we moved straight forward as the driver steered. The uneven traction had



View of the Cord front drive sport sedan, showing the V-type radiator, sweeping fenders, differential in front and in front of that, the axle. A set of bumpers goes ahead of this.

no effect on the direction of motion.

We took sharp curves at faster speed than we would dare with rear-drive cars, without kicking the rear over or losing control of the steering.

We turned completely around in a 40-foot circle and that with a car of 137½ inches wheelbase.

We bumped over deep ruts at fast speeds while the front driving wheels continued to pull us along at a steady pace without difficulty.

## Pull Supercedes Push.

And all the time we had quite a comfortable journey. The reason being that the car has more sprung weight than the rear-drive models and is built lower to give it greater roadability.

The secret of the front drive automobile lies in the pull as against the push of the rear-drive car. Cord engineers say this affords easier traction, easier steering, reduced thrust on front wheel bearings, reduced skidding, reduced pitching, less strains on body and springs. Also, since the power is always applied in the direction the wheels are going, there is increased efficiency and ease of operation.

Front drive necessitates turning the engine around so that the flywheel is toward the front, and hitching on in order clutch, transmission and differential in one complete power unit. From the differential come the two propeller shafts, one to each wheel, independent of the axle which, in the case of the Cord, is a sturdy tubular member joining the steering knuckles and crossing in front of

differential housing as an added protection against possible damage to the driving mechanism.

Despite all the "works" in front, there is only 40 pounds difference in weight between front and rear, due to the heavy frame and body.

As a result of putting the entire driving mechanism in front, the frame in back can be straightened out and the body lowered considerably, thus providing much greater comfort and roadability, according to the engineers. The Cord frame, besides, has been strengthened with sturdy X-cross members in order to eliminate side-sway which was found to exist in early experimental models.

One of the great disadvantages which engineers pointed to on front-drive cars was the difficulty of steering the front wheels and yet keeping them rotating at unvarying speed. This has been overcome in the Cord, by a sturdy double universal joint at each wheel which not only permits the wheels to be steered at a 42 degree angle, greater than those on most rear-drive cars, but also assures constant driving speed while turning.

Since the transmission is toward the front, the gear shift lever extends through the dash and over the engine. It is easily manipulated by a turn and a thrust through neutral, much like the old Dodge system.

Another peculiarity is the placing of the battery in front and above the motor in order to afford greater accessibility to it. Heat, Cord engineers say, will not affect it, nor will the solution boil out any faster than it would in the

## TOUGH METAL.

"Lo-Ex" Developed.

## NEW PISTON MATERIAL.

Working in conjunction, the Reo Motor Car Co., the Aluminium Co. of America, and the General Electric Co., have developed a new piston for petrol engines.

It is called "Lo-Ex." The name is derived from the low expansion of its metal, which, it is claimed, permits closer fitting in cylinders than has ever been possible before.

A reduction from piston wear, both on its surfaces, and in the ring grooves is predicted for this new metal because it is so tough. This toughness provided a preliminary drawback, for it was difficult to find a material sufficiently hard to machine it.

A new tool had to be developed for the purpose. This is made of carbonyl, a metal harder than sapphire, which is the next hardest stone to the diamond. In tests, this tool actually scratched a natural sapphire.

The "Lo-Ex" piston is turned with carbonyl, which also is used to rough bore the piston-pin hole. Instead of a broaching tool it has to be used to finish the piston.

## COVERED SPRINGS.

In the near future automobiles may be equipped with a new flexible spring cover being put on the market by two companies. The covers fit over the spring and are efficient in retaining grease and keeping out dust.

heart of summer with the battery under the floorboard.

## Special Power in Engine.

The motor of a front drive car may be any stock engine, although the Cord motor is a specially designed Lycoming straight-eight of 25 horsepower. One of its features is manifold heat control from the dash, which adds materially in starting in cold weather, and another is its dual carburetion and dual manifold.

Brakes are four-wheel internal expanding hydraulic, with 60 per cent of braking in front and the rest in back. The front brakes are applied directly to the differential, rather than the wheels, so that they become part of the sprung weight and thus add to the driving ease.

Double quarter-elliptic springs in front, with the spring ends set in rubber blocks and long semi-elliptic springs in back hold up more sprung weight in this than in rear-drive cars.

The long wheelbase is necessitated by the added length to the front given by the transmission and differential, but this is offset by the greater steering angle and resultant low turning radius.

Only 61 inches high to its peak, it has 38 inches head room, while its length permits of a wider body for comfort. Starting with the V-shaped radiator in front, the body shapes back gracefully to a completely finished job in the rear. Besides its beauty of design, it includes every possible feature that the modern good car has for comfort and safety.

The car is now in production at the Auburn Automobile Company's plant at Auburn, Indiana, and announcement will be made soon.

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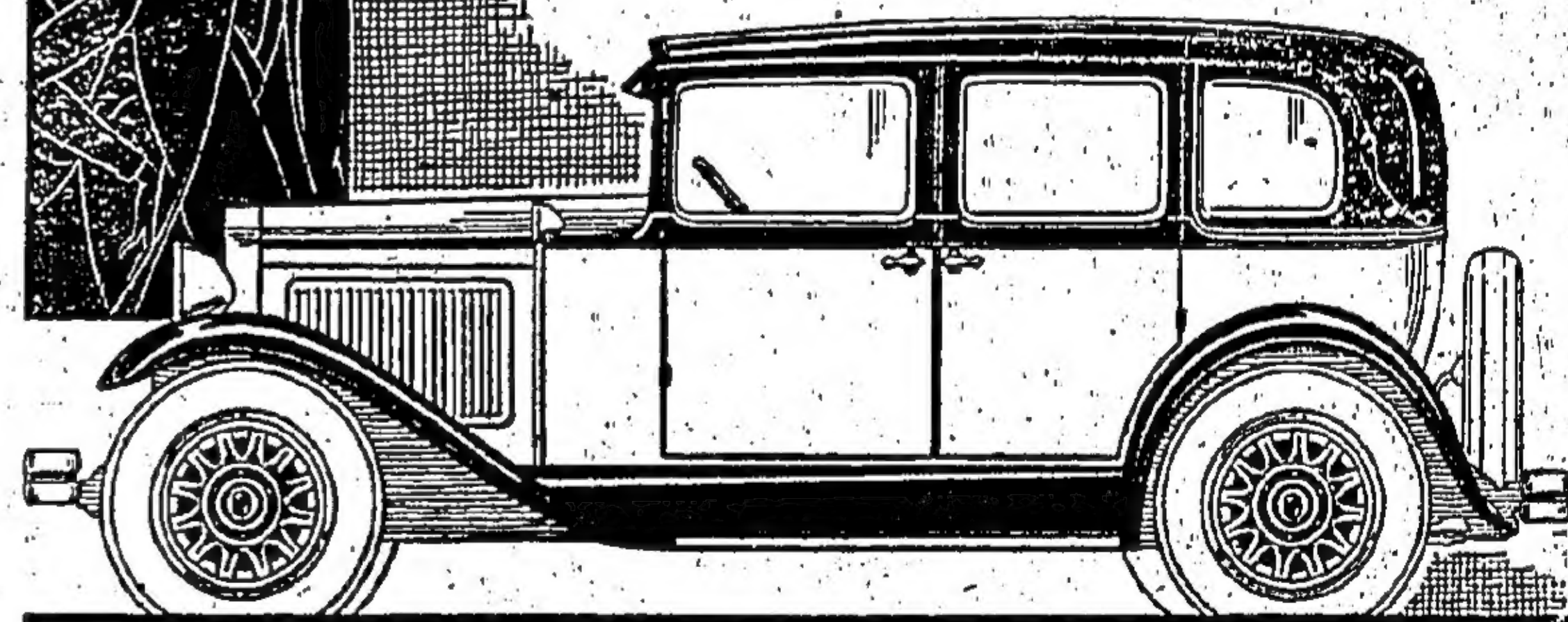
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Mechanical advantages of the Nash "400" include high turbulence, high compression, 7-bearing crankshaft motors which add to power, speed, smoothness and fuel economy.

Outboard mounted hydraulic shock absorbers cushion every road. Individually designed springs add a new degree of comfort. A new steering mechanism provides effortless driving control.

New beauty without affectation is expressed in long, low-slung classic lines. Colours are smart and in good taste. Upholstery, of richest materials, is tailored faultlessly. There is an elegance throughout comparable only to that of cars which cost much more.

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## Pictorial Supplement

October, 19th 1929.

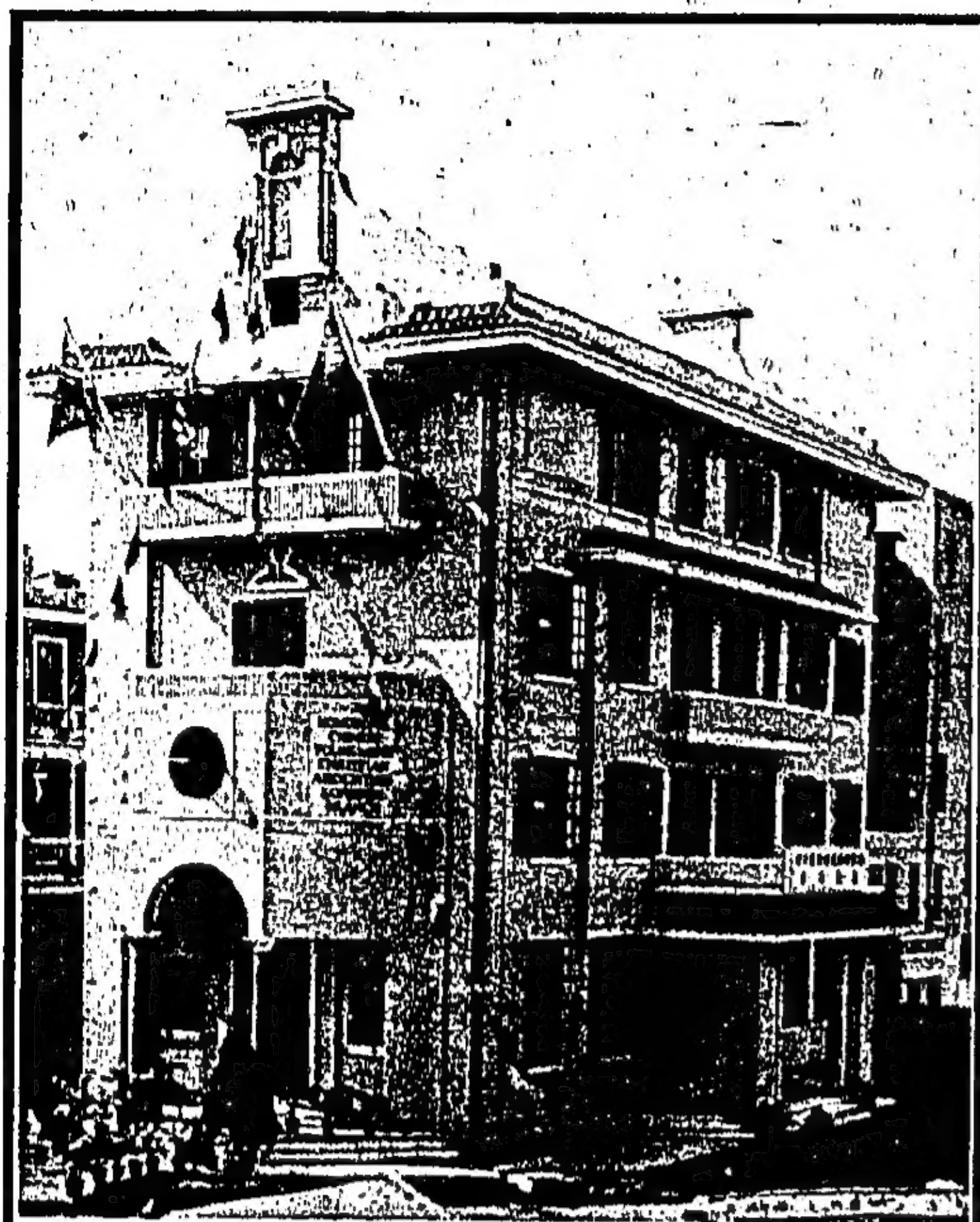
SEND YOUR FRIENDS AT HOME

### CHINA TEA

For Christmas

SEE PAGE 4 FOR OUR  
**SPECIAL OFFERS**

**THE CHINA TEA Co.**  
David House, Hongkong.



The new building of the Kowloon branch of the Chinese Young Men's Christian Association, opened by H.E. Mr. W. T. Southern last week.



Group photograph taken on the occasion of the wedding of Mr. A. Morley, of the Hongkong Telegraph, and Miss Irene Johns, which took place at Peverell Church, Plymouth, on September 3rd. Mr. and Mrs. Morley are due in Hongkong to-morrow week.



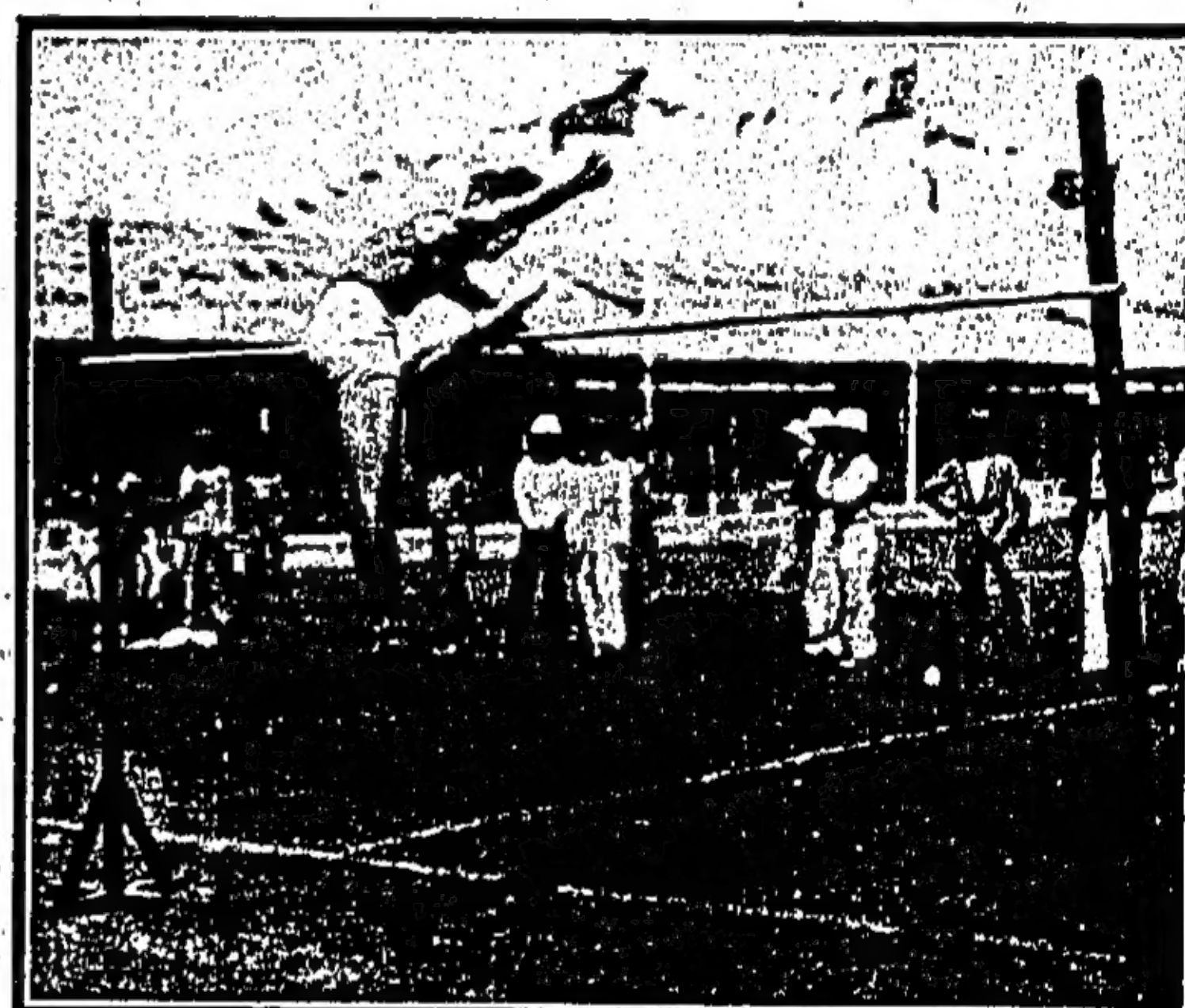
Mr. A. Morley and his bride, photographed after their wedding in Plymouth.



Photograph taken at the opening of the new Chinese Y.M.C.A. premises in Kowloon last week. H.E. the Officer Administering the Government is seen in centre of picture. Dr. Chow Wei-cheung is shown interpreting His Excellency's speech.



H.E. Mr. Southern inspecting the Ambulance Brigade guard of honour at the Kowloon Y.M.C.A. opening ceremony.



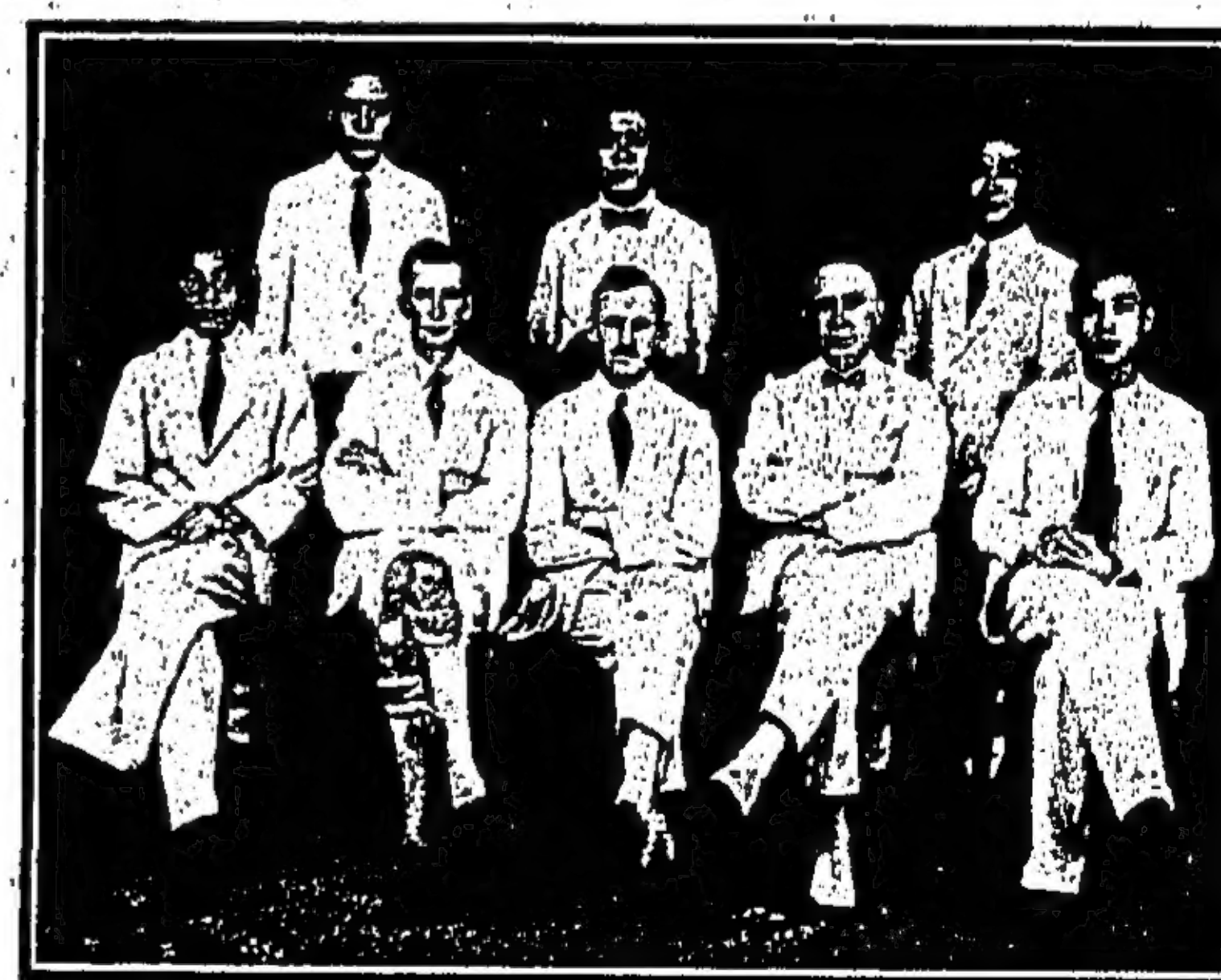
A good High Jump snapshot taken on the second day of the Chinese athletic sports at Caroline Hill. (Photo: Mee Cheung).



A regular mix-up in the goal-mouth during Saturday's match between the Somersets and the K.O.S.B. The Somerset goalie has just punched clear. (Photo: Mee Cheung).



This group was taken at the wedding, at St. John's Cathedral, on Saturday last, of Mr. R. W. Ritchie and Miss Nancy Riley. (Photo: Ming Yuen).



Mr. A. H. Stonkes, 1st Class Draughtsman of the Construction Dept. of the Naval Yard is here seen (centre) with his staff. The photo was taken on the eve of Mr. Stonkes' departure from the Colony.



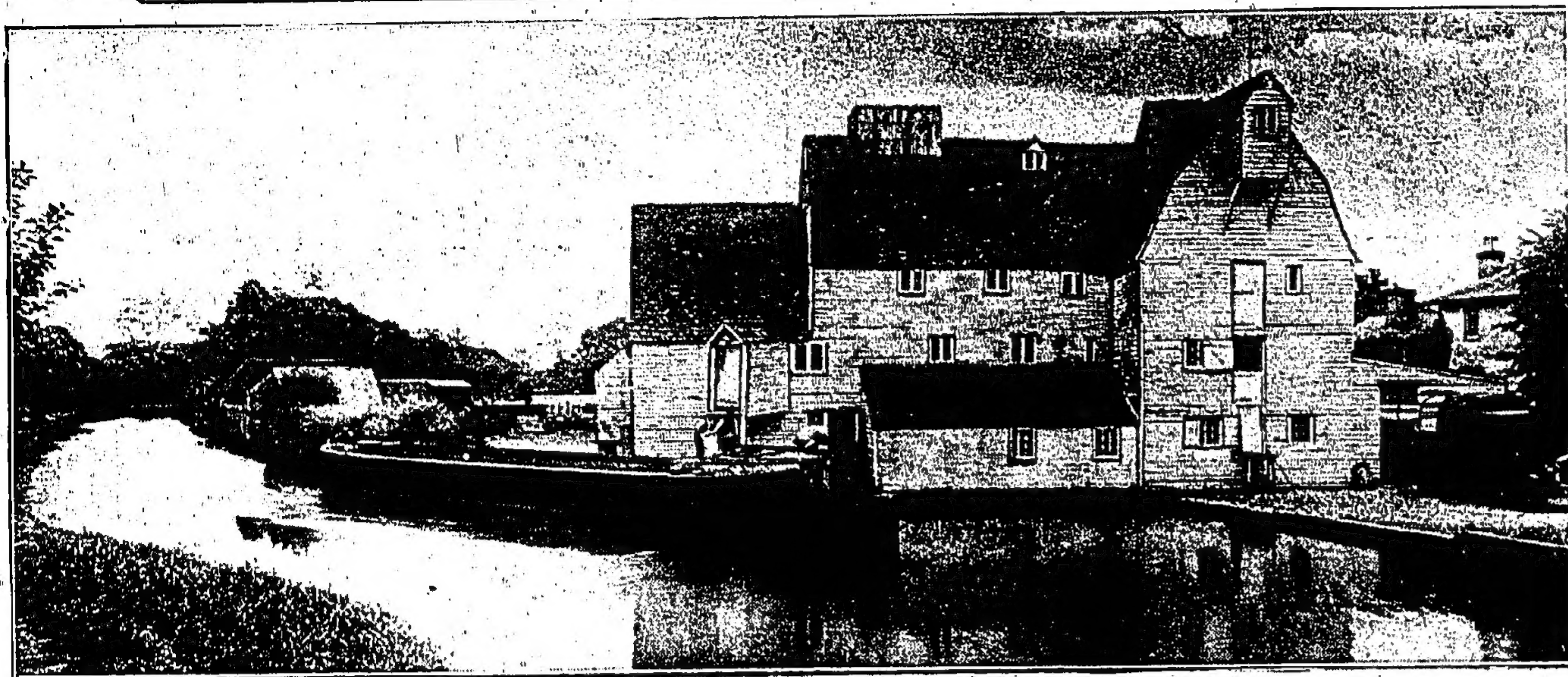
Members of H.M.S. Berwick Torpedomen's Social Club, taken at the Hotel Savoy. Capt. E. G. Robinson, D.S.O., and Commander R. C. Woolerton are seated in centre.



Several well-known tennis players are seen in this group, taken at the Kowloon Cricket Club "At Home" in celebration of K.C.C. winning the championship of the Mixed Doubles League. The Dunlop Shield is seen in the centre. (Photo: A. Leung).

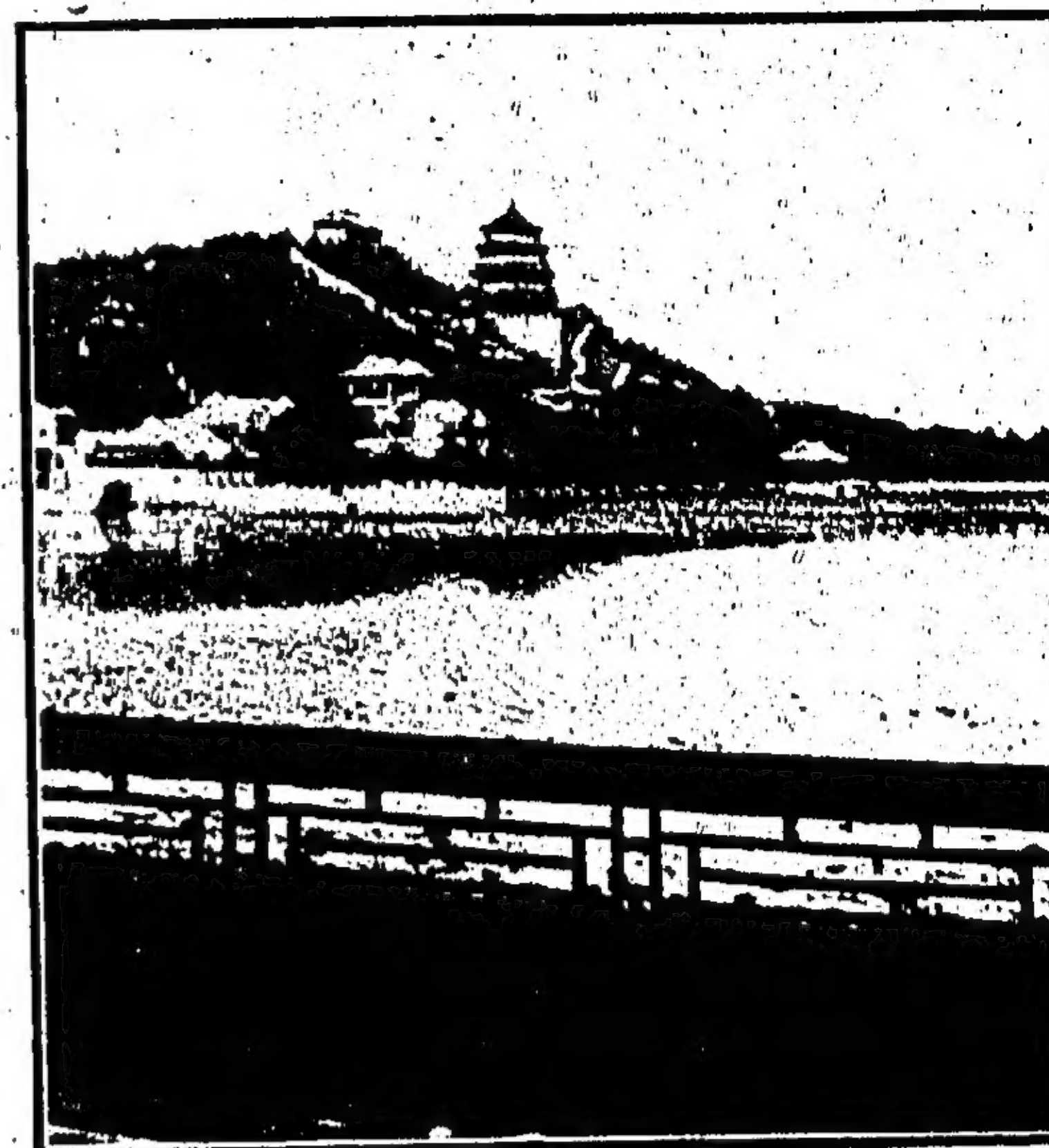


## PRESERVATION OF THE ENGLISH WATERMILLS.



"Though the watermills of England are slowly disappearing, their survival is more stubborn than that of the wind-mills. Our picture shows a view of Newark Mill, on the Wey, near Woking, which is still in use and contains three waterwheels. This large and finely proportioned mill is one of the best examples of such a structure near London. (Times copyright)."

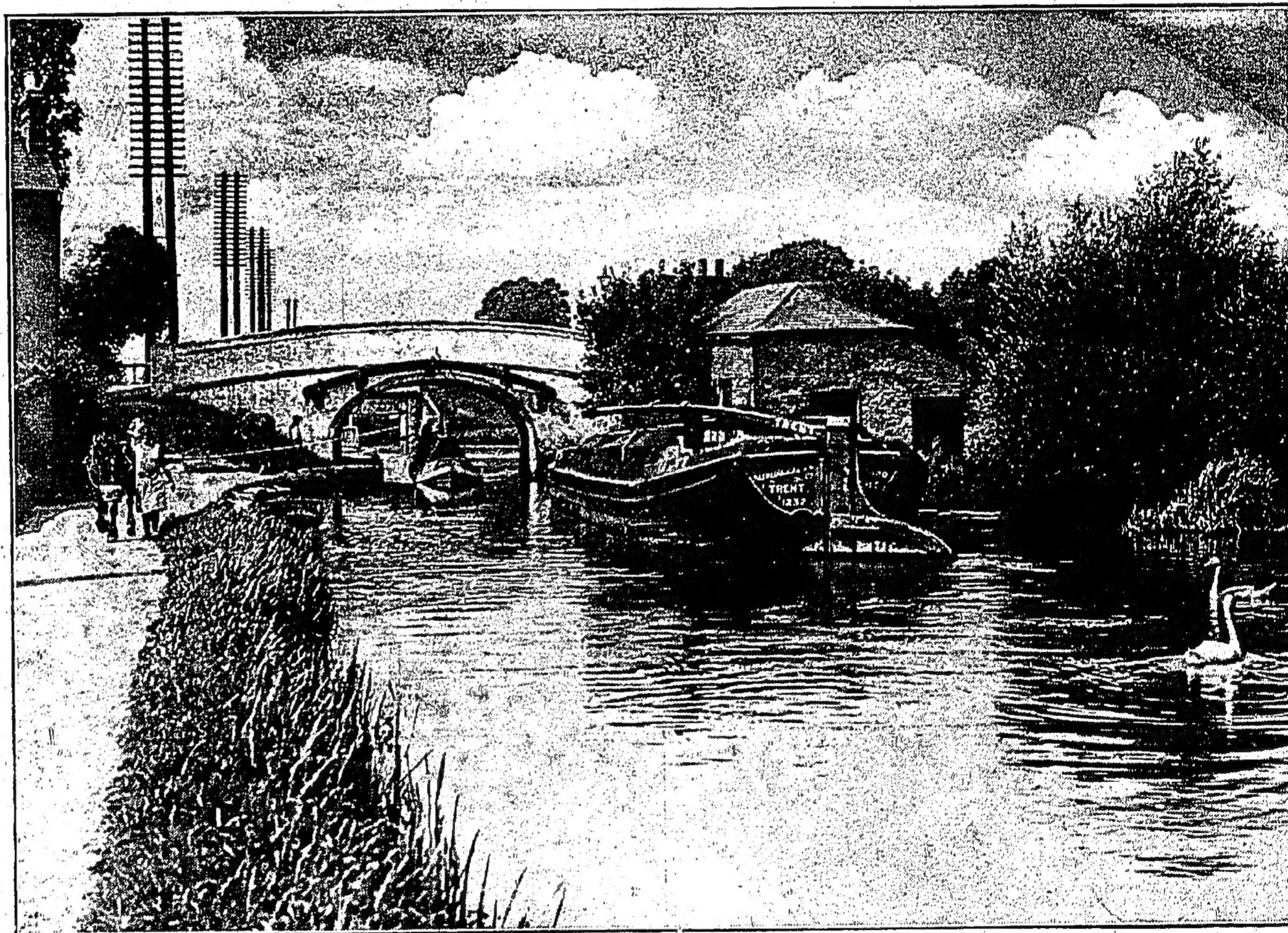
## HISTORIC PEKING: V.



A charming picture of part of the Summer Palace at Peking.

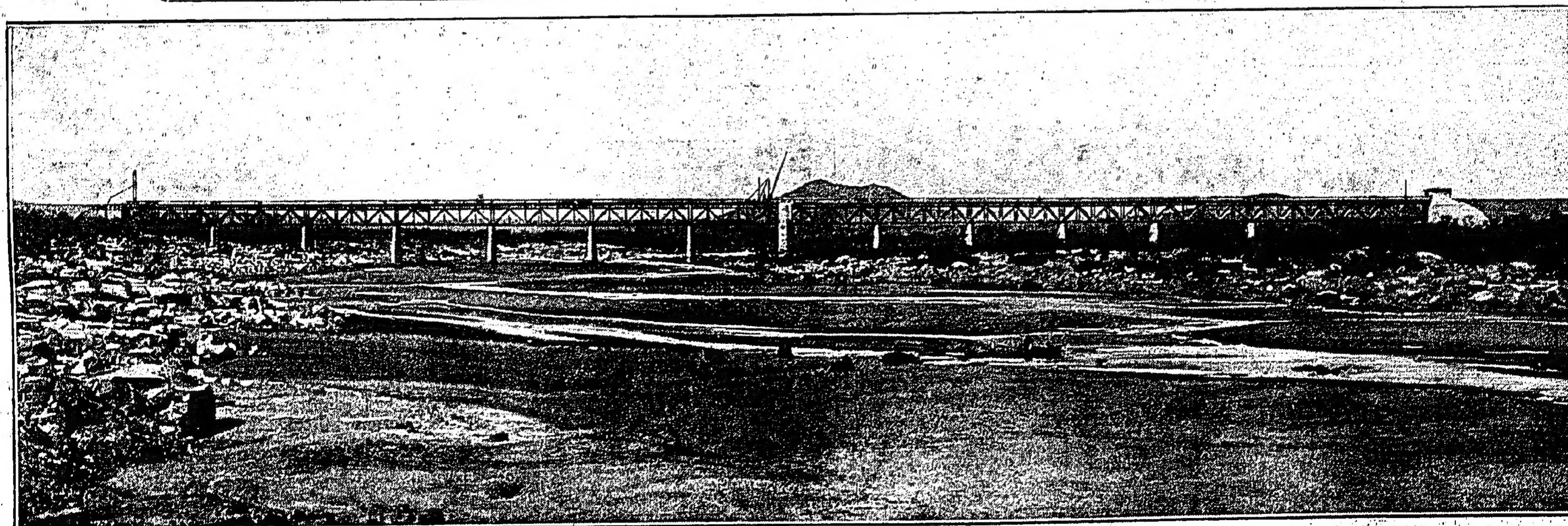


Phyllis Crane, one of First National's most charming stars.



The British Government's recently declared policy of encouraging canal development in order to help industry, and at the same time the movement to preserve them, clearly shows that canals are not an outmoded form of transport. Our picture shows two horse-drawn barges on the Grand Junction Canal near Boxmoor, between Watford and Berkhamsted. (Times copyright).

## MEMORIAL BRIDGE ACROSS THE LIMPOPO RIVER.



A view of the Beit Memorial Bridge, 1,560ft. in length, across the River Limpopo which was opened by the Governor-General of South Africa, and the Earl of Athlone. The river here forms the frontier between Southern Rhodesia and the Transvaal. The bridge, which has cost upwards of £125,000, will carry both road and rail traffic. There are 14 spans, each of 111ft. and the maximum height of rail above the river bed is 72ft. On the centre pier there will be a granite column bearing a bronze memorial panel to Mr. Alfred Beit. When the photograph was taken, there was scarcely any water in the river, but in times of flood its level reaches within three or four feet of the top of the concrete piers. Sir Douglas Fox and Partners are the engineers. (Times copyright).



# A Panorama of Fall Fashions

*The Slender Figure With Curves  
Is the One to Cultivate*



I  
A Large Stass Buckle.  
Is the Sole Decoration  
On This Evening Gown  
Of Pale Green Georgette.



II  
Old Rose Velvet.  
Shading to Wine.  
Makes This Turban  
A Gay Companion  
For a Fur Collar.



III  
Chic Trimming of Fur and Embroidery  
Distinguishes This Jenny Ensemble  
For Early Fall. . . Beige Tricot  
Is the Coat's Fabric. . . The Skirt  
Is Beige Crepe. . . The Fur, Beaver.

AUTUMN, 1929, is to be a season of styles as full of pitfalls for the unwary woman as the proverbial flirtatious feminine race is for the unwary male.

There is much choice to be had in the way of berthes, flounces, boleros, scarfs, jabots, fichus, tabs, petals, billowing ruffles and fluttering panels. A woman must know her height, width, hip-measure and proportionate waistline before she is safe in her choice of clothes.

Stripes, plaids and embroidery trimming offer more ways of falling from the paths of chic. They may make a woman look slender and charming when appropriately selected. But they can make a woman look terrible, too. The fur trimming introduced this fall is equally dangerous. No stout woman should ever choose the trim that widens sleeves, widens collars and makes coats look more voluminous. These are for the chosen, those slender figures that can stand and carry proudly the unusual trim.

There is new bulk in the making of evening modes. But that does not for a minute mean that women inside these gowns should increase their own bulk. Far from it. The slender figure, albeit it has curves, is the one to cultivate.

Waistlines are more important than they have been since the slenderizing craze hit America and the pencil figure was the envy of all hearts. It is not enough, however, merely to mark the waist line. Paris suggests it, by unusual giraffe effects, by princess cut, by peplum motifs and other intricate designs.

I. FOR evening Bernard creates this charmingly simple frock that embodies the spirit of change that fall brings in. It is of pale green georgette, with its bodice slightly fitted to suggest a normal waistline over which a belt is fastened with an ornamental stass buckle. This model has a modest rounded neck in front but a low one in the back.

The frock's silhouette is slightly princess with two deep flounces of intricate cut that rise in the back to fall in folds as long side trains clear to the floor. The front of these flounces are in folds, too, introducing that increased bulk in fabric which is one of fashion's new whims.

II. WHEN cold days come and the fur coat feels good once more, velvet skull-turbans will be in their glory. These little hats are a combination of the best points of the turban, the beret and the toque. This one from Reboux, imported by Henri Bendel, New York, is of burgundy velvet, with a flower trim on the sides of velvet ranging from soft old rose, through several wine shades to burgundy. This hat, like many of the winter ones, is high off the forehead, to capitalize the eyes which are of increasing importance with the new styles.

III. JENNY creates this new ensemble with original trimmings of fur and embroidery. As usual, Jenny's model breathes youth in its line and trim.

This model is of beige tricot for the coat,

embroidered in various colors with a bit of orange and rust mingling in the beige and browns. Flounces of beaver are attached to the sleeves above the elbow with the sleeve itself coming out from under this luxurious trim with a deep cuff of the rich embroidery. The collar of beaver is chic in its height and lack of width.

The skirt of this suit is of matching beige crepe, pleated across the front from the waistline. The sweater that fits down over it is of beige tricot, with the front cutaway from the waistline to show the skirt's pleats. Its neck and sleeves are finished with a single line of embroidery.

IV. PARIS has always preferred black to any color for formal daytime wear. Therefore, significant is this Martial and Armand basque frock in black crepe de chine.

It has a new basque effect which is a graduated peplum that rises in the front to a high waistline and swings to low depth in the back. The waist blouses slightly above it, all around. The sleeves are cut in one with the dress and fine handwork decorates the front of it as it does the belt above the basque. Touches of white, with hems of fagotting, decorate it.

The skirt has fine rows of fagotting running up to a point in front, much the same as the belt of the frock lines upwards. Below the hipline a pleated flounce takes the same upwards course, giving much fullness when Milady walks but hanging in narrow, slender lines when she is in repose.

V. MARTIAL and Armand created this mousseline print formal afternoon frock, distinguished chiefly for the cut of its sleeves. The material is a design of wild roses and sprays of green leaves against a white background. The sleeves are cutaway from the bodice under the arms and then joined together to fashion cape sleeves that end in long cuffs, buttoning with pearl buttons clear to the elbows.

The bodice laces up the front and ties its bateau neck with little strings of the material, hand-sewn. There is a plain colored mousseline girdle that ties in a sash bow in the back, after being shirred in simple and charming manner under each arm. This is in the pink of the roses. Several panels of fullness swing over a skirt that is cut in points and is much longer in the back.

VI. FASCINATING for its new line and fabric is this ensemble from Nicole Groult, with a sleeveless coat of checkered fabric over a plain crepe frock, collared and cuffed in the checks.

The coat's material is beige wool checked in red of two shades. The frock is buttoned down the front with red flat buttons and has an incrustation of the coat's bright mixture on it, as well as scarf collar and narrow cuffs. The coat, in turn, has incrustations of the plain fabric of the frock for its pockets.



IV  
Unusual Skirt Pleats  
Feature This Basque  
Frock of Black Crepe  
Touched with White.

V  
Novel Cape-Sleeves  
Add Distinction  
To This Afternoon  
Frock of Mousseline.

VI  
A New Ensemble Note  
Here. . . Checkered  
Material Wedded  
To Plain Crepe.



## TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

# Hongkong Telegraph.

## Pictorial Supplement

October, 19th, 1929.

## FOR ADVERTISING RATES IN THIS SUPPLEMENT,

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THE HONGKONG TELEGRAPH  
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Where social activities demand formal footwear, the correctness of Mackintosh's Evening Shoes is beyond criticism, their quality above question, and the price is distinctly below what a man is usually required to pay for shoes of such excellence.

\$13.50, \$21.50, \$23.50 per pair.  
Less 10% Discount for Cash.

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EYES  
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BUT—IT MUST BE FRESH!

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WHITEAWAY, LAIDLAW & CO., LTD.

MEN'S OUTFITTING DEPARTMENT.  
Pullover Novelties

NEW  
PULLOVERS.

Pure wool in new colouring and designs. With and without Sleeves. All size.

\$16.50

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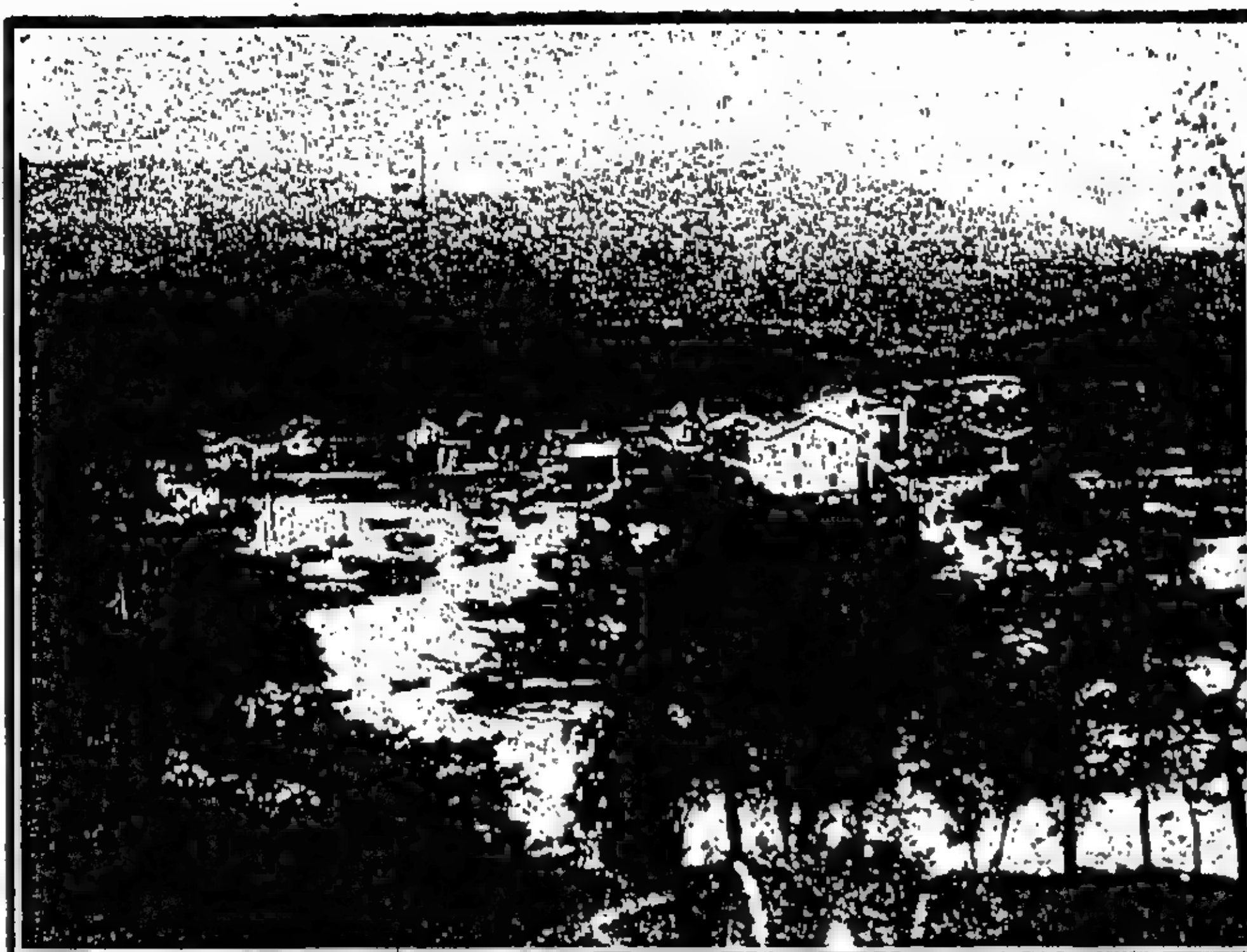
Nice Light Weight for present wear.

PULLOVERS AND GOLF HOSE TO MATCH.

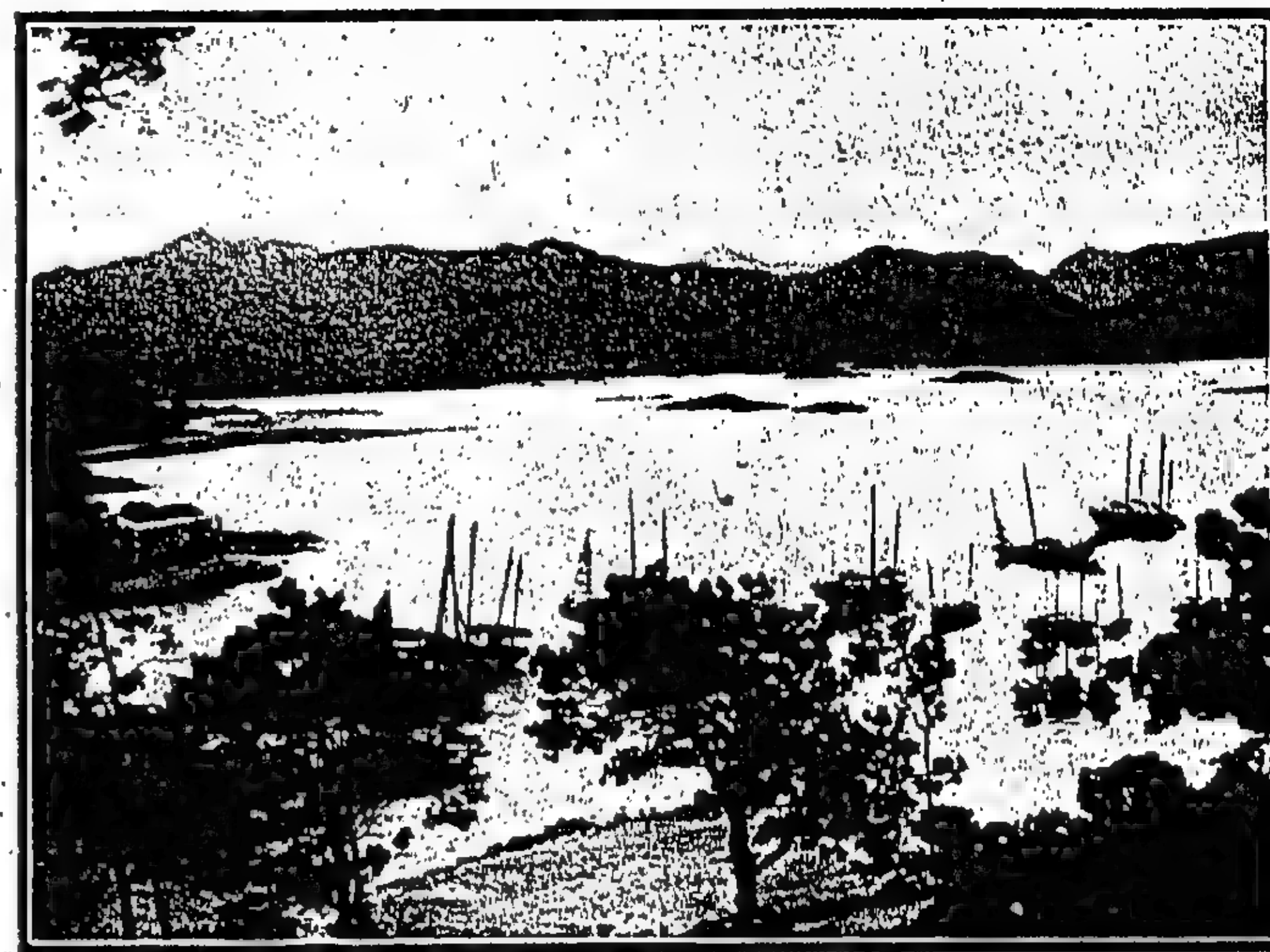
Made in Scotland from the finest of Wool. All sizes in new and smart designs.

Price \$37.50 Set.

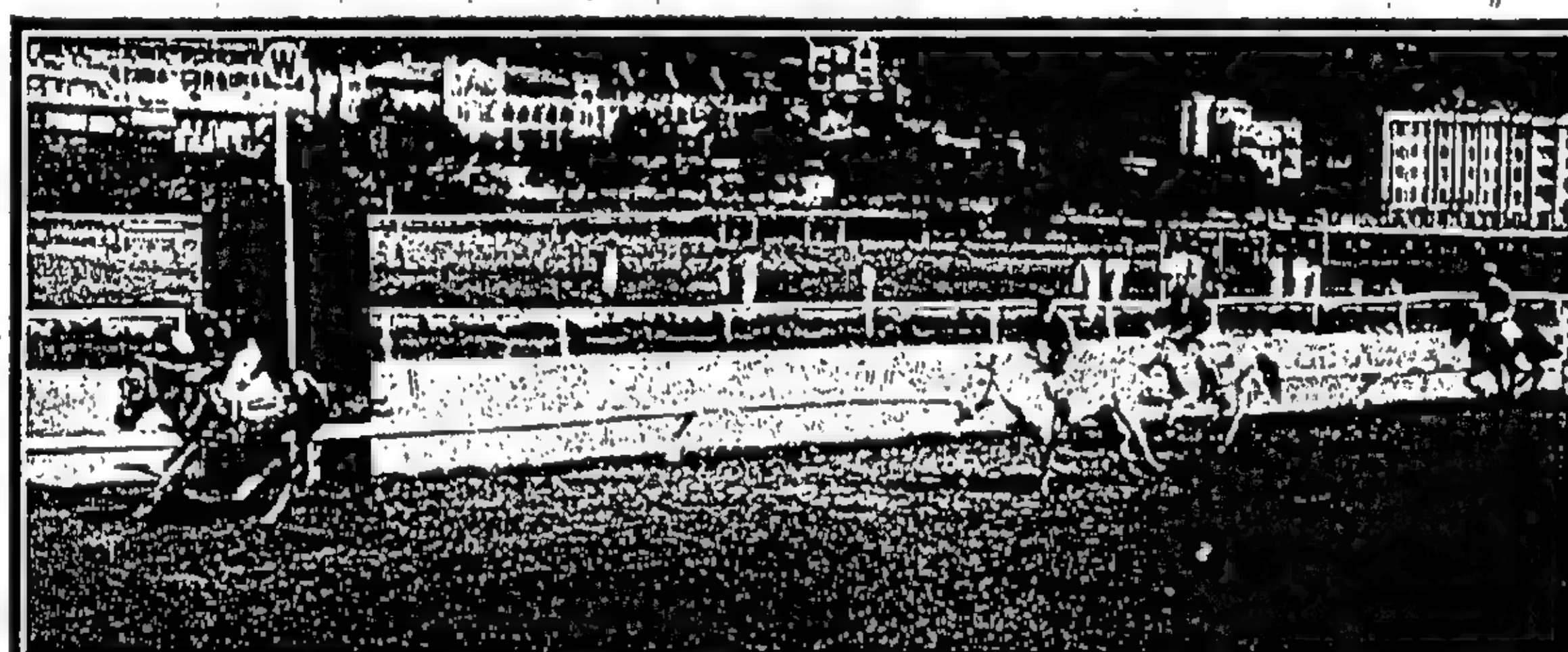
WHITEAWAY, LAIDLAW & Co., Ltd. Hongkong.



A pretty picture of Salkung village, access to which will be provided by the new motor road, construction of which is to start soon.



Here is a charming view of typical scenery in the district to be opened up by the new motor road to Salkung.



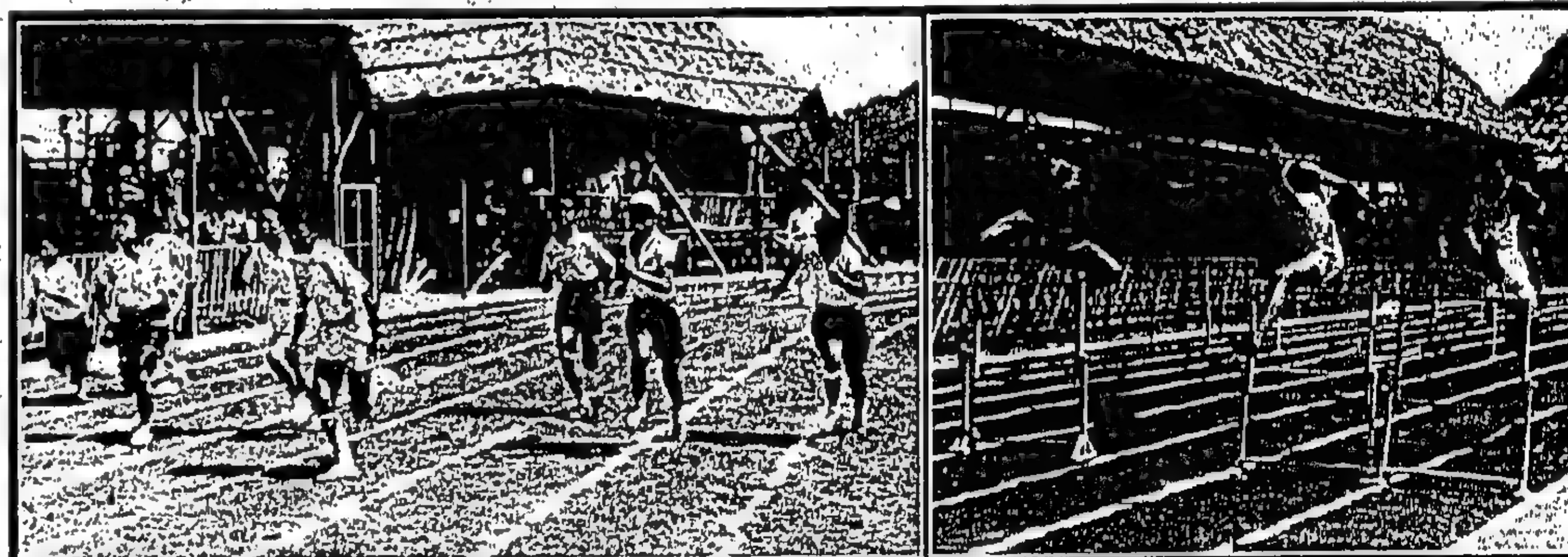
Sunshine (Mr. Harriman up) comfortably winning the Jordan Handicap ("C" Class) at Happy Valley on Monday. (Photo: Mee Cheung).



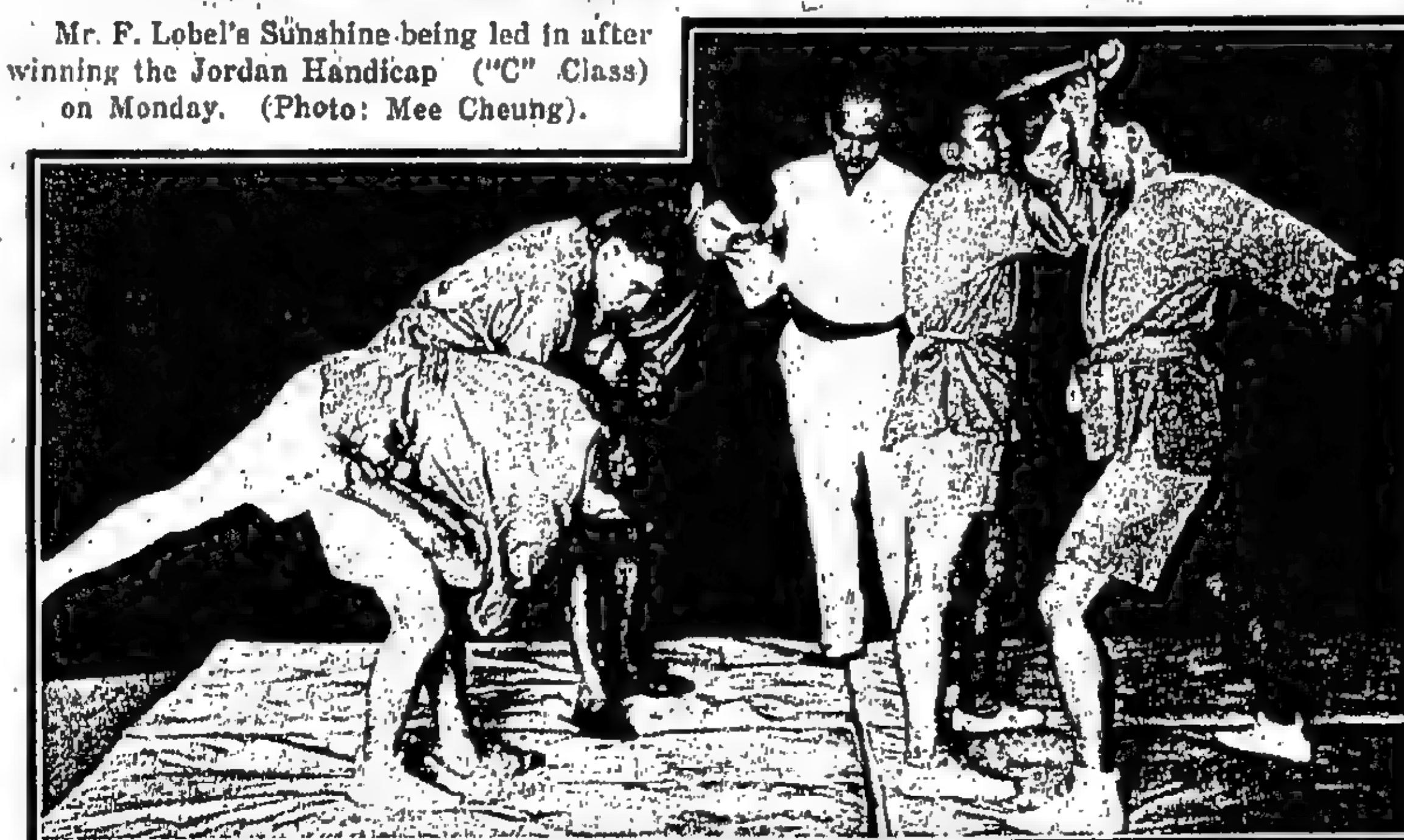
The football team from H.M.S. Sterling, winners of the 8th Destroyer Flotilla Football Cup. (Photo: Mee Cheung).



Mr. F. Lobel's Sunshine being led in after winning the Jordan Handicap ("C" Class) on Monday. (Photo: Mee Cheung).



Two interesting events in the South China Athletic Association's sports at Caroline Hill on Sunday. Left, a girls' race; right, the High Hurdles. (Photo: Mee Cheung).



Here is a good action pose by the ju-jitsu pupils of Professor Mauricio, who is seen in the background. (Photo: Mee Cheung).



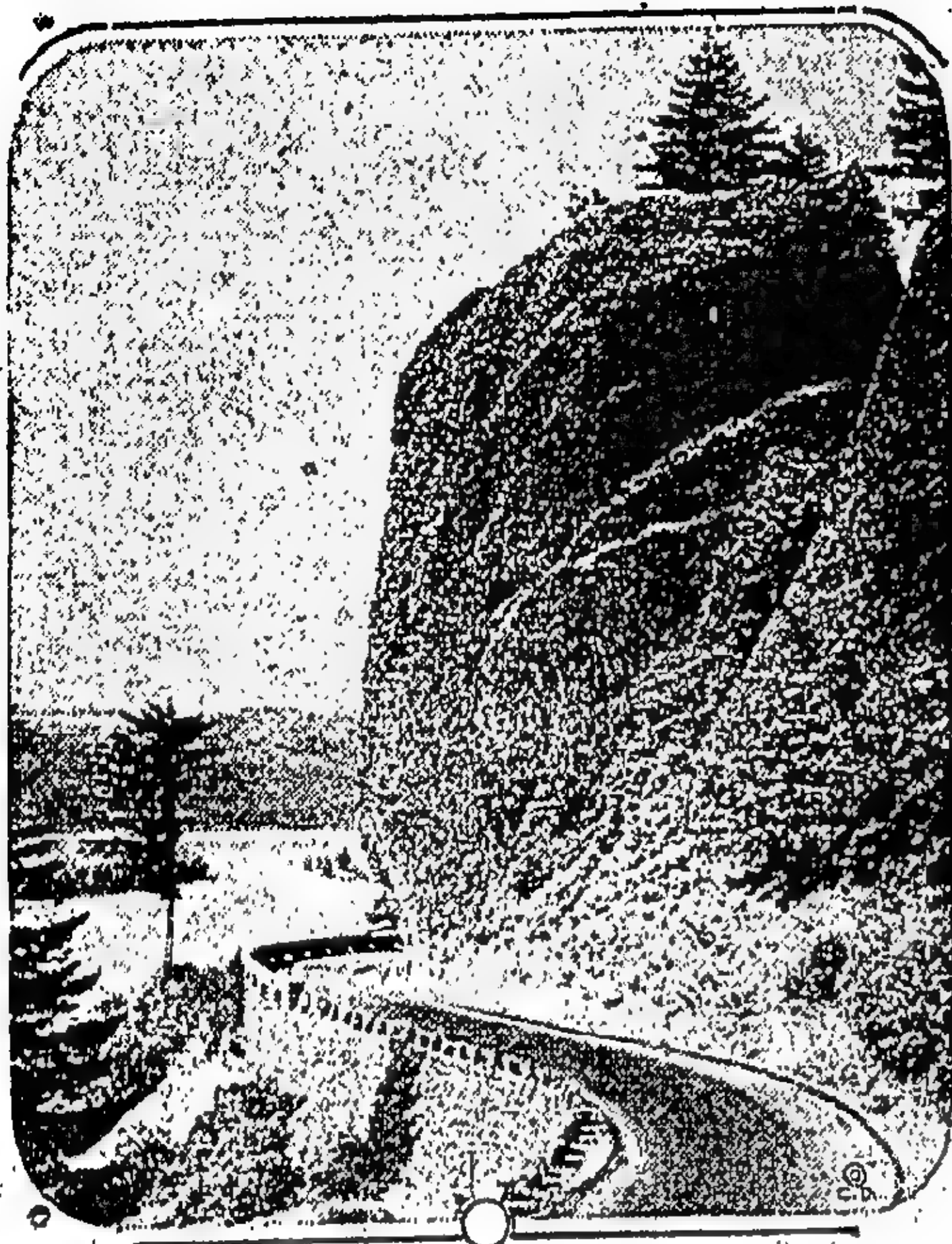
Another naval football team, from H.M.S. Stormcloud, which has done well in the East during the past two seasons. (Photo: Mee Cheung).



This photograph shows some of the cyclists' section of the Canton Police Force, with officers. (Photo. by courtesy of the Canton News Agency).



## OREGON'S SCENIC FEATURES.



Good roads and the river always at hand, the Columbia River Highway winds through Bishop's Cap, Oregon.

Portland, Ore., Aug.—Many people have heard of the Columbia River Highway, but few who have not seen it can appreciate all that is implied by these three words. This highway follows the old Oregon Trail, one of the most historical highways in the United States. It is the road over which the Lewis and Clark expedition passed, and the path followed by the "covered wagon."

Not only is the Columbia River Highway one of great scenic beauty but it is an especially fine road to travel. For 218 miles it is splendidly paved. For the main part it follows the banks of the Columbia river.

The Columbia river starts in British Columbia—hence its name. It flows southward across Washington and then westward to the Pacific, forming the border between Oregon and Washington. It is along the latter part that the Columbia River Highway extends.

Scenery Unsurpassed. As the traveller follows this trail, new wonders and magnificent vistas burst upon the eye—waterfalls hundreds of feet high; roaring torrents falling in great cascades over rocky cliffs; vast forests carpeted with brilliant wild flowers; rugged mountains, many of them snow-capped; steep precipices; fertile valleys with placid lakes; hundreds of miles of forest giants of Oregon pine and fir; canyons with walls of jewel-like colors.

Travelling out of Portland, the highway pierces what has been up to this time the inaccessible gorge of the Columbia river. Concrete and steel bridges are met frequently and the highway itself often skirts the edge of a gorge or precipice, and for the sake of safety must be retained by massive walls of masonry.

Crown Point is 700 feet above the river. Here is erected what

is known as the Vista House, from which a view of 35 miles in either direction can be had.

Waterfalls Abound. In 10 miles of travel after leaving Crown Point, 11 beautiful waterfalls are passed. Multnomah Falls is one of these. It is the second highest single fall of water in the United States.

At Bonneville is located the greatest fish hatchery in the world. Here salmon may be seen in all stages of growth from egg to full-grown salmon trout.

Other highlights of the trip are Eagle Creek Park, the Cascades of the Columbia, Mitchell's Point Trail, the Sunken Forests of the Columbia, the Bridge of the Gods, Needle Rock, Rowena Heights, Twin Tunnels, Onondaga Gorge, Cape Horn, Cathedral Rocks, the Pillars of Hercules, Shepperd's Bridge, Beacon Rock and Salmon Wheels.

A short detour off the highway along the fertile Hood river valley is Mount Hood, 11,235 feet high. This mountain contains nine living glaciers and by means of



A pretty little falls dropping into the Columbia river, after crossing the highway.

The Loop—an automobile road of 173 miles—can be encircled in a day.

## SPEED LAURELS.

Many Want Them.

## SPEEDSTERS PREPARE.

Speed drivers of several nations are building cars to attempt to break Sir Henry Segrave's record of 231.362 miles per hour.

J. M. White, of Philadelphia, who built the car in which Lee Bible was killed while trying to break Segrave's record, is building another 36-cylinder Triplex. Other Americans reported to be making an effort to capture the speed laurels are J. C. Stockwell, of Miami, the Dusenberry brothers, and Harry Miller.

Kaye Don, the English driver, will race in a car designed by Louis Contalen, the well-known British engineer. The car is designed for a speed of over 280 miles an hour. Major Bernhardt, of Italy, and the manufacturers of the Bugatti, are also preparing cars.

All these will race on Daytona Beach, but Malcolm Campbell, who will also attempt to break the record, will try again in Africa.

Farther into the state, Oregon shows many more wonders. Its caves are said to be rivals of the Mammoth caves of Kentucky. The interior consists of a succession of marble hills, made weirdly beautiful by huge sparkling stalactites and stalagmites.

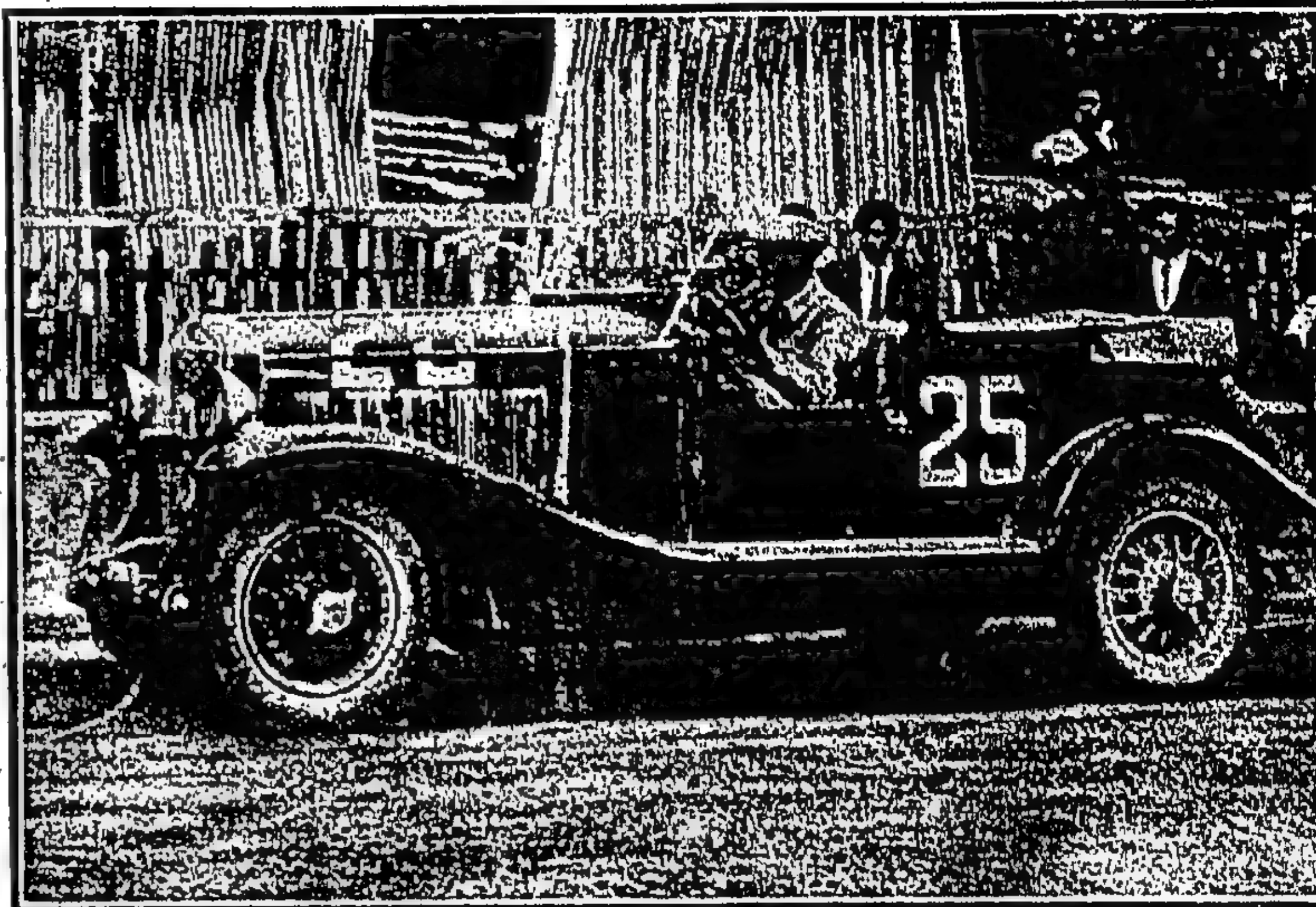
Two Beautiful Lakes. Crater Lake is circular in form, 2,000 feet deep and six miles wide. Its water is fresh and cold. It has no known inlet or outlet. It occupies the crater of an extinct volcano. The precipitous walls rise from 2,000 to 4,000 feet. A motor road encircles the lake.

Klamath Lake, farther south, is virtually a mirror, 40 miles long. This is the home of vast numbers of waterfowl—ducks, geese and pelicans.

Pendleton with its annual roundups, and the Bend Country in the state's centre, are among its most beautiful scenic sections. It is said to be the sportsman's paradise.

Twenty-nine miles from Bend are located the famous and mysterious natural ice caves. Masses of ice are found within them the year around, and science tells us it is the result of a peculiar arrangement of natural layout which permits cold air to circulate freely under water which drips continually from massive rock walls.

## FIAT COMPETES IN INTERNATIONAL TRIALS.



Felice Nazzaro, the well-known former racing motorist, is shown at the wheel of a six-cylinder Fiat that competed in the International Alpine trials.

## BIG DEMAND FOR THE MARQUETTE.

Buick Plant Busy.

## WORKING DAY AND NIGHT.

One of the busiest plants in the chain of Buick factories at Flint, Michigan, is the new Marquette motor unit, which is being operated night and day to supply the final assembly division with enough motors to meet the demand for this new Buick product.

The new plant, a complete unit in itself, and manufactures only Marquette motors.

The various parts are carried from operation to operation on conveyors until they eventually reach the assembly line where the Mar-

quette motors take shape under the hands of trained Buick craftsmen.

There are several operations in the Marquette motor plant which are outstanding. The machining of cases and cylinder heads is accomplished through the use of huge milling machines. A battery of these mechanical giants maintains a steady flow of production. The employees who man these modern devices seem but pygmies in comparison with the ponderous machines which they operate.

Only a short distance away there is a group of multistage grinders busily engaged in the machining of pistons. On these great units of mechanism the outside diameters and tops of the pistons are rough-ground rapidly and efficiently for the fine, close-limit operation that fits them for their strong positions in the cylinders.

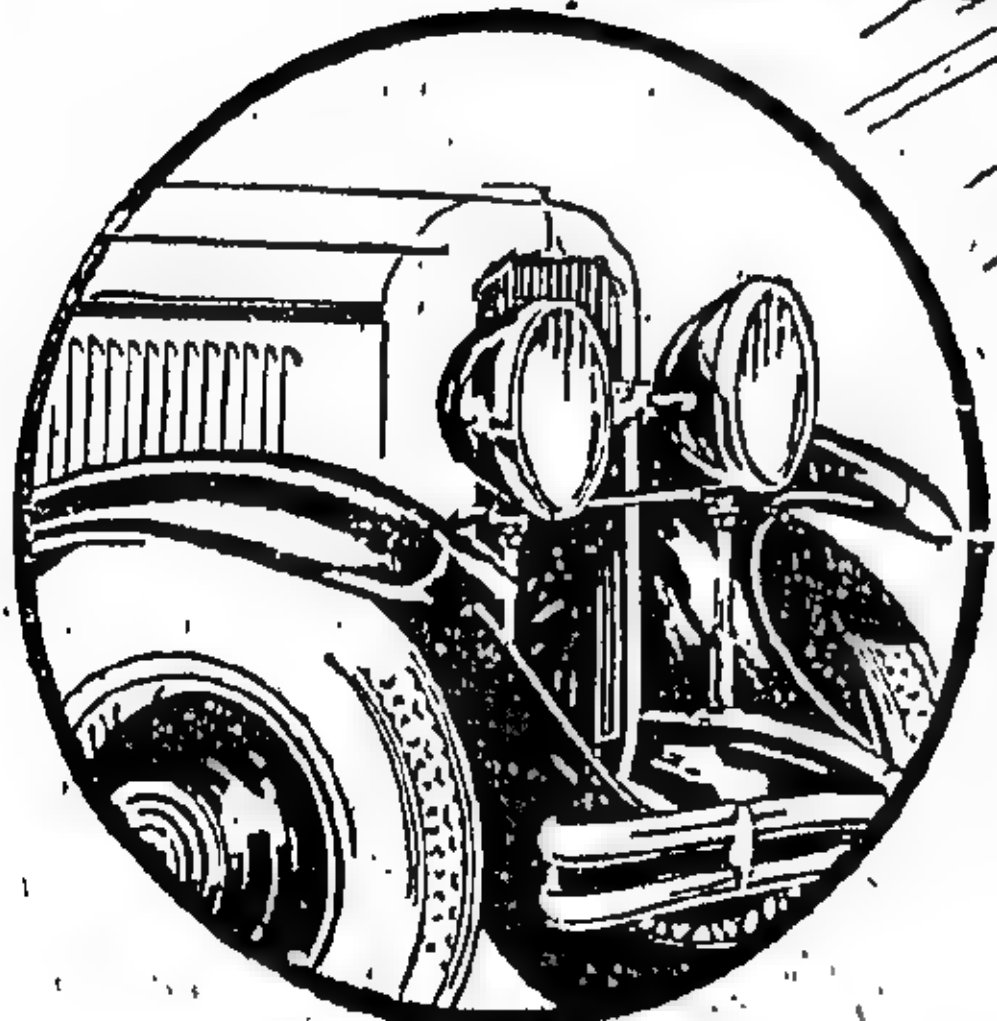
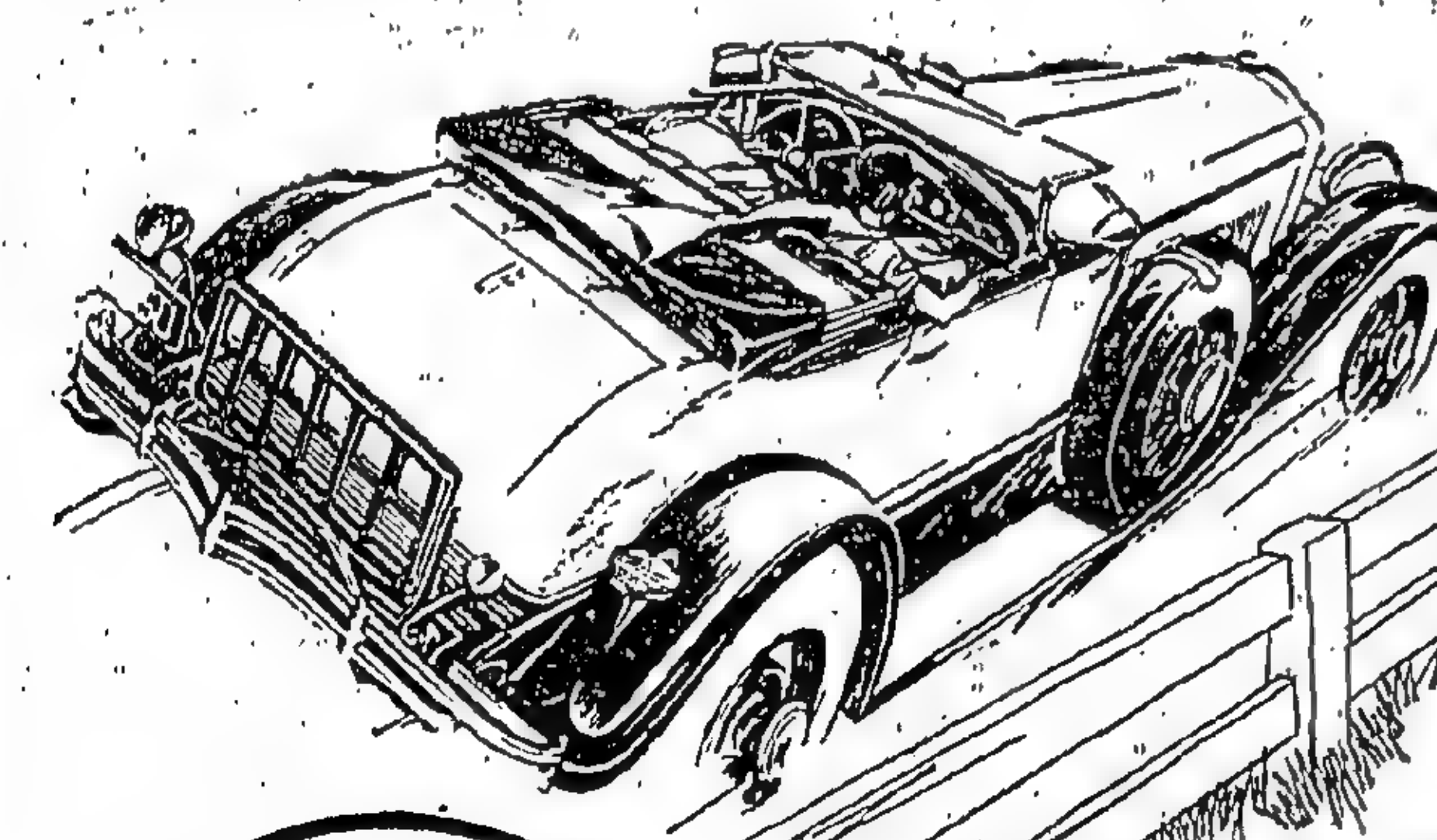
## Assembling the Engine.

At the east end of the motor plant is located the assembly line. Parts from the various departments of the plant are brought to the proper stations alongside a chain conveyor. The motor starts on its journey at the south end of this chain. As the chain travels along, crankshafts, cylinder blocks, camshafts, pistons and dozens of other parts are rapidly assembled.

Within a short space the Marquette motor comes into being, and as the last part is assembled, a giant crane swings the completed engine from the line to a testing block. Following a rigid test, in which mechanics, schooled in the building and testing of quality engines, examine every detail of the motor's operation, the unit is on its way to the final car assembly division.

## NEW BEAUTY—YET DEPENDABLE AS EVER.

1930 MODELS NOW ON DISPLAY.



"A Product of General Motors."

THAT beauty of appearance which causes you to admire the New Buick is not "skin-deep." It is the outward visible sign of an inbuilt strength and ruggedness which carry Buick's reputation for dependability to new heights.

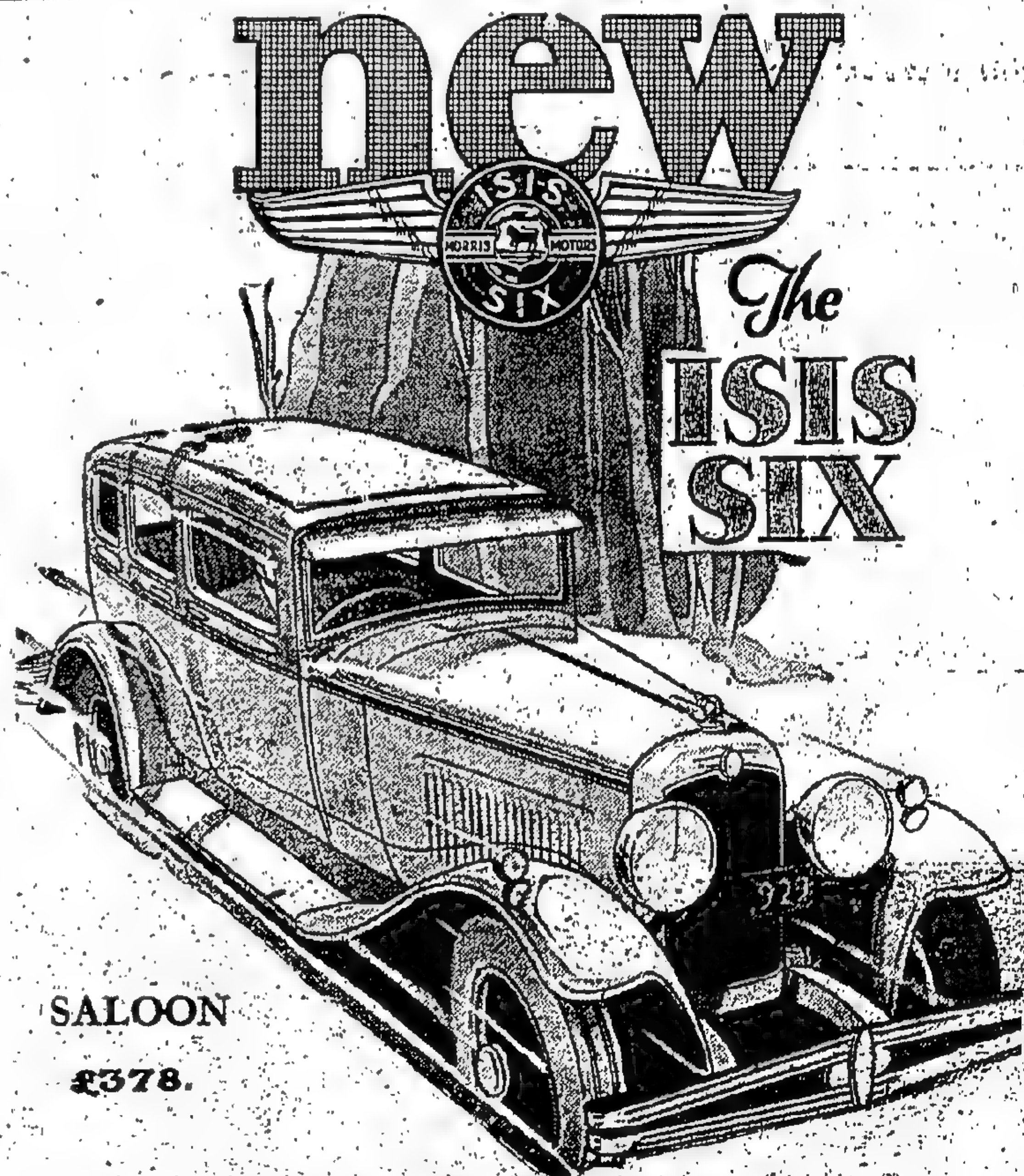
Its greater power—its responsive performance—demanded increased margins of safety. And you get these in the heavier, stronger frame—the stronger front axle—the stockier 10 spoke wheels—the larger brake drums—the more powerful brakes whose efficiency cannot be impaired by water or dirt—the slanting windshield that makes night driving safer—the new steering gear that eliminates road shocks.

Go where you will—far, far afield—and your mind can be at ease that Buick will serve you quickly and faithfully for years and years.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



SALOON

£378.

christened after the river—  
...to symbolise effortless energy

JUST the sort of magnificent saloon three-quarters of the motoring world have envied, without being able to afford. But now, Morris manufacturing methods have enabled this luxury car, a car of effortless energy and speed, to be sold for only £300.

18 h.p. R.A.C. (developing 54 b.h.p.), an 8/4-valve engine doing from 6 to 60 in 10 top, and giving 20 miles to the gallon.

Ample clearance for all road conditions. Feel how the Isis responds to the lightest touch on controls placed where hand or foot wants them. Feel the smooth power of the brakes—Lockheed hydraulic four-wheel brakes. This is the Isis that will be seen on all the roads this coming Summer. Try it, and be one of the first to buy it.

Now on view at:—

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CHAIRMAN: SIR WILLIAM R. MORRIS, B.T.



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1½ to 7 tons, and Coaches or Omnibuses for 20  
to 45 passengers forwarded on request to:—

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**UNION BUILDING.....HONGKONG**  
FIFTH.....FLOOR.

Write us and our representative will call.

Telephone Central 4831.

**DEAL DIRECT.**

**GREATEST ENEMY.**

Dirt, Dust and Rust.

**KEEP YOUR CAR  
CLEAN!**

Dirt is one of the greatest enemies of motoring. It must be kept from the car if the engine, chassis and other important parts are to be in good condition.

Appearance of the body is secondary to the proper maintenance of these parts which dirt can attack and injure. Now is the time to avoid it.

To help keep dirt from the motor we have oil filters, fuel filters and air cleaners. But these parts too become clogged with the dirt they pick up and they need cleaning at least once a year, or once every 10,000 miles.

One company that manufactures fuel and oil filters took the dirt out of some used filters and discovered that these parts collected more than a pound of thick dust from the liquids that went through them. If this material isn't cleaned out of the filters, they become clogged and useless. And were it not for the filters, dirt would get into the bearings and other important moving parts of the motor.

Dirt, where the filters have no effect, settles also in the vacuum tank and in the main gas tank. These should be drained occasionally until the gasoline comes out clean. It's not much, but the little left there might clog up the fuel feed line and check the whole supply system.

Even with these tanks drained, the fuel feed line should be blown out. Particles of greasy dirt passing through the line might stick to the sides and, after collecting one on another, cause the whole line to be clogged.

The carburetor, too, should be drained clean the same way and the needle and valve washed out with kerosene.

Dirt and rust are the great destroyers in the cooling system, especially in summer. These will not only clog the radiator, but will eat through and cause leaks. It is therefore essential that the cooling system be flushed about once a month.

The process of cleaning the

**FAST WORK.**

1,000,000 Chev. Sixes.

A record in the history of the automobile industry was made when one million six-cylinder Chevrolets were placed on the road in less than eight months, from January to August of this year.

It is claimed that that number represents more than three times as many six-cylinder cars as were ever produced by a manufacturer during a like period.

cooling system consists of draining the radiator of the old water, flushing it thoroughly with clean water while the motor is running slowly, and then filling the system with fresh water in which has been diluted about two table-spoons full of baking soda or sal soda. The car should then be run for an hour or so, while the baking soda does its work of loosening up the rust in the system.

The soda solution should then be drained and the system again flushed thoroughly. Not a particle of soda should be left in the system, or it will eat through the metal and cause leaks, just as the rust would. After thorough flushing, fresh water can be put into the system and the car is ready for another month.

The chassis and body also need cleaning, or dirt and mud will have its effect there. It is especially at the joints in the chassis that dirt can creep through and wreak havoc. Every time the chassis is greased it should therefore be cleaned thoroughly.

The body should be cleaned for the same reason. Dirt leaves its mark on the finish, unless it is washed off and the body polished at regular intervals.

The oil and grease that has accumulated on the engine and other parts under the hood should be cleaned off with kerosene. If only for the sake of appearance. But grease left on an engine will heat up under the high temperature of the motor and will send a distressing odor back into the car.

Oil falling also on the fan belt or the fan pulleys will cause the belt to slip, with the result that cooling efficiency will be greatly reduced.

Finally, oil collects dirt easily and the resultant grime may get into exposed moving parts and injure them.

**BRITISH MOTOR-CAR ENTERPRISE.**

Morris Models for Next Year.

**CAPABLE OF HIGH SPEEDS.**

Not only is the British motor industry making a strenuous bid for Empire markets in its 1930 programme, but the desire of the British public for a comparatively large engine six-cylinder car with a good top gear performance is also being studied, as the new Morris programme shows.

Sir William Morris has adopted a bold line in his 1930 programme, and the two chief innovations in the Morris range are the "Isis," an entirely new 15 h.p. six-cylinder car, with a high performance and selling at a low price.

In addition, it has been decided to fit Triplex safety glass to all Morris models for 1930 as standard, while Chromium plating will also be employed throughout the entire range. Details and prices will, I understand, be revealed towards the end of next week, but I am able to give most of the particulars of the new cars.

The new 15 h.p. six-cylinder model will have hydraulic brakes and shock absorbers and the radiator shutters will be thermostatically controlled and will keep the engine running always at a constant temperature.

**Prevention of Fumes.**

One of the most interesting features is a method for drawing away any fumes from the engine before they have any opportunity of getting into the body of the closed car. The carburettor will continually suck these fumes through a filtering medium, which will be placed near the engine, so that while warm air is fed to the cylinders, any that blows through into the body of the car will be pure and

free from fumes.

The car will also have a very good performance, as it will be able to attain 60 miles an hour. The steering is of a special variety, which is very light and positive and likely to prove a revelation for a car in this price class.

In addition, all the controls for the lights and the switches will be in the centre of the steering column, right under the driver's hand.

The "Isis" has a larger 18 horsepower engine, and has been exported from this country to the Dominions for some time. It is capable of giving good service either there or in this country, at a low price and with a tax of only \$18, and a petrol consumption of probably well over 20 miles to the gallon.

**Rattle Proof Body.**

One of its most interesting features is that the steel body is made integral with the chassis, so that it is unaffected by climatic conditions and is rattle proof.

The ordinary Cowley and Oxford models with be much improved, and, in addition to Chromium plating and Triplex glass, there will be models with sliding roofs. All sizes of Morris cars will have models with this type of roof. The Morris Minor, which is now a well-established success, will continue as before, with certain slight improvements. One of the models will have a coach-built body with a folding roof, which will be an innovation for this little car.

Both the six-cylinder models have excellent acceleration, as particular care has been given to ensuring a quick "get away"—a most essential feature in modern cars.

**RACKET IN LONDON.**

In the first three months of this year, 3661 motorists were prosecuted in London for making too much noise. All except two were silence offences.

**LONG ALASKA ROAD.**

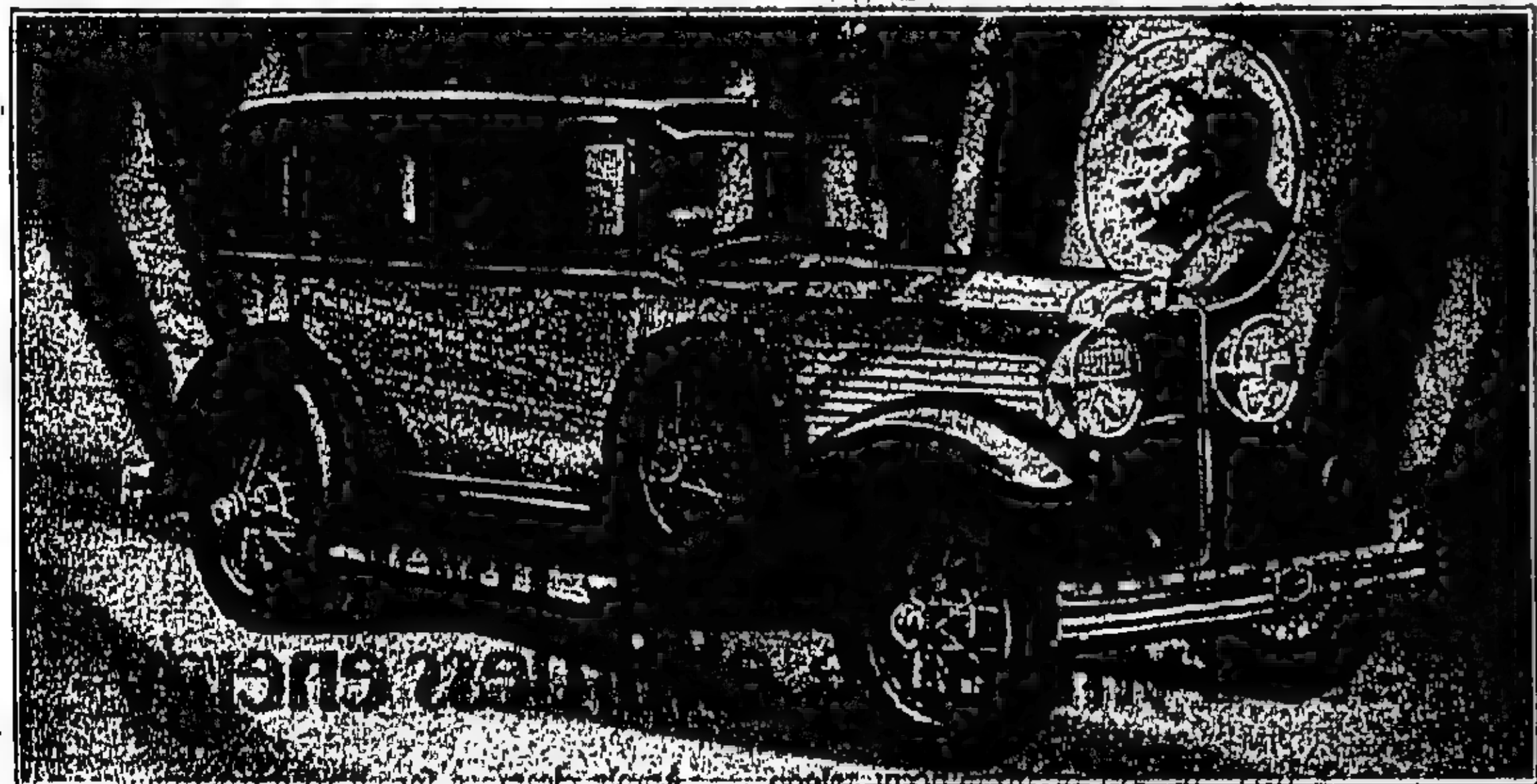
Construction has commenced on a 2,000-mile highway, connecting Fairbanks and Nome, Alaska. The estimated cost of construction is around \$7,000,000.

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**Roosevelt**  
MARMON-BUILT

A CAR FOR ALL

MARMON-BUILT

**MANY NEW CARS**  
but not one like the Roosevelt



Full-size, four-door, five-passenger.  
Broadcloth upholstery throughout.  
One-piece crown fenders.  
70-horse-power Marmon-built engine (same motor of slightly smaller bore as in higher-priced Marmon Eightys).  
Quick, smooth eight-cylinder acceleration.  
Wonderfully easy steering and easy clutch action.  
Powerful, four-wheel brakes.  
Luxurious, long-wheelbase riding quality.

ALL AT **\$3,200.00** WITH COMPLETE EQUIPMENT.

**S. L. KWOK & Co.**  
SOLE DISTRIBUTORS

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**Its powers and speed  
will surprise you**

Take this New Chevrolet out into the country where the hills are steep and grades are long—out where you can open the throttle and see the speedometer hand creep up and up!

That such sensational power and speed are available in a car that costs no more to buy or maintain than a four is why Chevrolet's 16 year reputation for economy is carried to new heights.

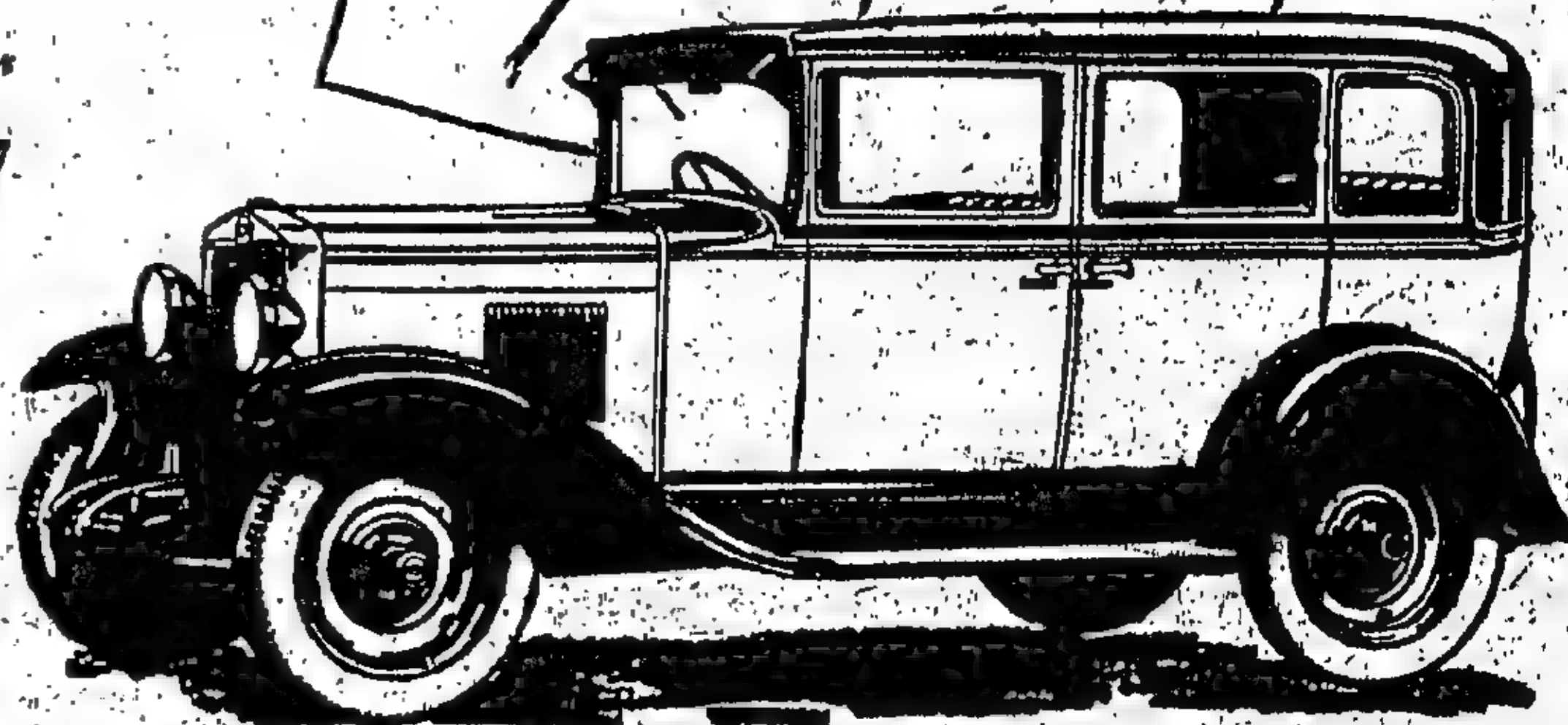
Let us take you for a ride—and the car will tell the story.

The  
Outstanding  
Chevrolet  
of Chevrolet  
History

for Economical Transportation



FOUR DOOR SEDAN H.K. \$1860.00  
TOURER ..... H.K. \$1580.00  
ROADSTER ..... H.K. \$1580.00  
1½ TON CHASSIS ... H.K. \$1525.00



**THE HONG KONG HOTEL GARAGE**

25 Queen's Road Central

Tel. Central 4759.

The new Chevrolet Sedan upholstered in green Corduroy.



## LOWER BUMPERS?

Standard Sought.

## ODD HEIGHTS USELESS.

Because the build of present models of motor-cars is lower than those of a few years ago, the Society of Automotive Engineers recommends that the standard bumper heights be changed.

The society urges a standard height of 17 inches for both front and rear bumpers, instead of the present height of 18 inches for

## THE DASHBOARD.

Read Your Instruments.

## VALUABLE GUIDES.

One of the most important duties connected with good automobile driving is that of reading the instruments on the dash. These instruments are there for an express purpose, yet few drivers cast an eye upon them for the information that they can obtain from them. The reason is that few know or appreciate the value of the instruments before them.

Even the speedometer, which is best known of all, is sometimes misread and misunderstood. Take the matter of speed alone. When the speedometer shows the driver stepping on it and registers around 60 or 70 miles an hour, the usual driver will boast about the mileage shown on the dial as though he had actually made it.

But this, in practically every case, is not so. The speedometer happens to be the most unreliable instrument on the dash. It is calibrated, or set, on the average automobile to register accurately when the car is going around 30 or 35 miles an hour. At this speed it may be believed.

But the speedometer is so made that it cannot go up or down in exactly the same proportion as the actual speed of the car rises or falls. Therefore, when the dial reads 60 miles an hour, the car

front and 19 inches for rear bumpers.

Bumpers are rendered useless if their height on one car is above or below those of a car into which they come into contact, as they then pass under or over each other and afford no protection to either car.

## NOTICE

TO

## ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—  
10% Off Motor Car Insurance  
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Reliable Drivers Supplied  
Free Mechanical Advice  
Associate Membership of the B. A. C. and A. A. London.

C. P. MARCEL  
Hon. Secretary.

C/o "Hongkong Telegraph"

may actually be going only about 55 or 57. When it reads 70, the car speed may be only 65, and so on. Below 30 or 35, the actual speed is slightly higher than that shown on the dial.

The speedometer, also, should be watched carefully for mileages at which the oil should be changed. Many drivers gauge this duty by time rather than mileage. Mileage, however, is the proper rule to follow. At every 1000 miles or so, the oil should be checked for proper viscosity and should be changed if it is too thin. At the same mileage, the car should be greased thoroughly.

At the 10,000-mile points, the oil filter, gas filter and air cleaner might need cleaning or replacing. They should be checked by a competent mechanic. Then again, at every 10,000 miles, the spark plugs might be ready for replacement, the valves ground and the cylinders scraped of carbon.

By watching the speedometer while driving, and feeling the accelerator, the experienced driver can tell whether he is getting the best out of his fuel. His foot in its various positions toward the floor board, is a telltale in co-operation with the speedometer as to the efficiency of the running parts of the car.

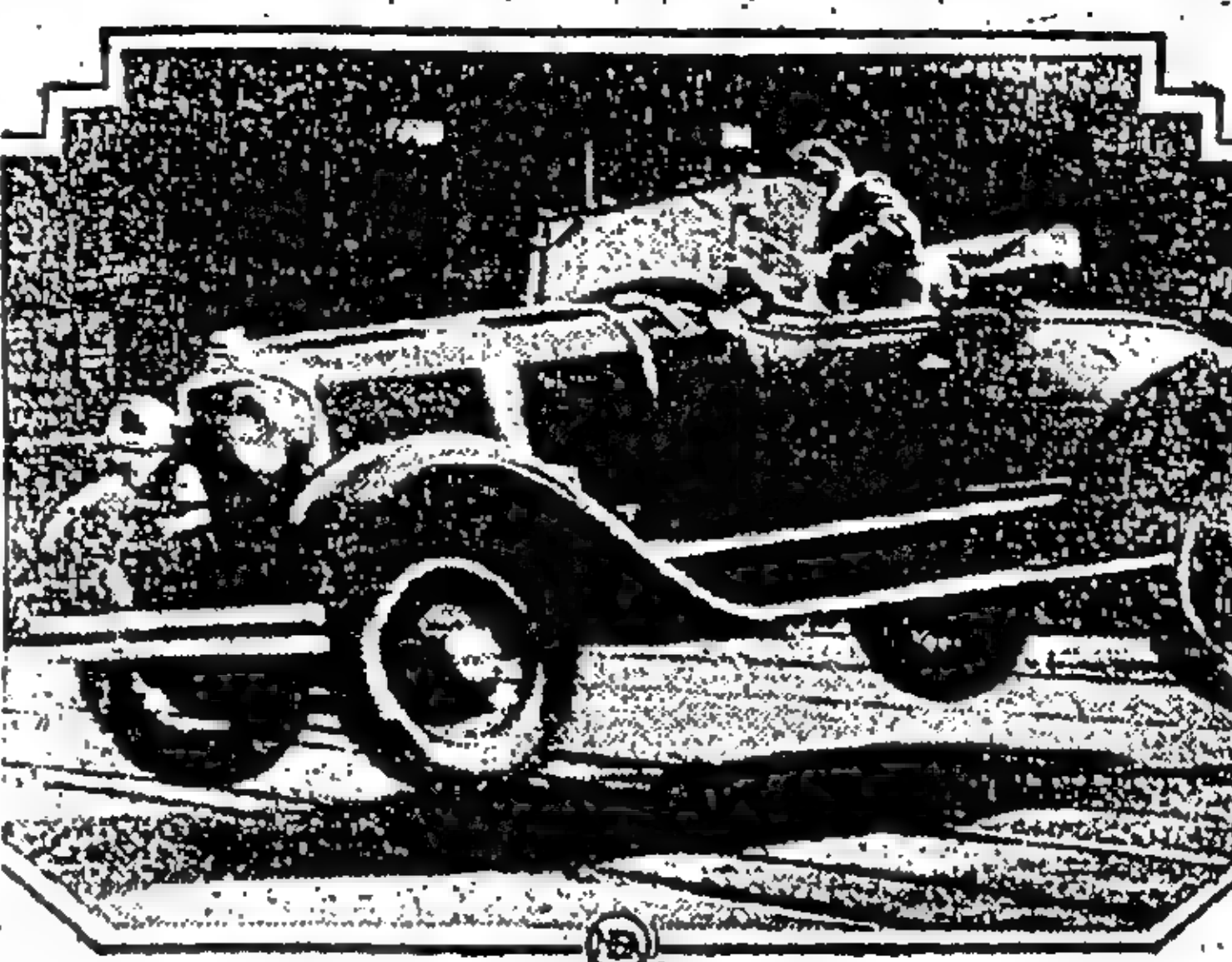
If the speedometer shows a speed lower than what the driver expects from the car, by the position of his foot on the accelerator pedal, he can suspect such failures as that of a dragging brake, a slipping clutch or the emergency brake handle not fully released. In the engine itself, there might be a power leak somewhere, through the valves, the plugs, or through loose pistons. Much of the fuel that he might be feeding into the motor may lose itself unburned down the cylinders into the oil pan, and the speedometer, in conjunction with the right foot, can tell.

In the matter of economy of operation, the use of fuel can only be judged in the light of the speed at which the car has been run. Here the speedometer comes forth again as an important instrument. Usually the most economical speed has been found to be around 30 miles an hour. Most engines have been built for that because most of our driving is done around that speed.

If someone tells you he got good mileage on his latest cross-country trip, you will discover on questioning him about his speed that he had been loping along at the modest rate of 30 or 35 miles. If he complains that his gallons were consumed faster than he could record them, he most likely had been scooting over the roads at 60 or 70, quite a costly and wasteful operation.

This is a good thing to remember in buying a car. If a salesman boasts high mileage for his car, ask him at what speed, and then get the car's mileages at other speeds. It's the only way to compare the economy factor of automobiles.

## TESTS STRAIN ON WHEEL.



Taking a running start, Ralph Hepburn, noted auto racer, leaped two feet in the air over railroad tracks in Cleveland, recently—and landed without damage to the car or the new type of steering wheel he was testing. It's the solid steel wheel used for some time on racing cars and now for the first time on a passenger car. The car was a Studebaker that had been run more than 60,000 miles.



ALBERT L. CLOUGH

EVILS OF UNEQUALIZED BRAKES.

Brakes which act more powerfully on one side of a car than on the other, are not only potentially dangerous, but are uneconomical.

The utmost retarding effect from a pair of brakes is obtained when they are both applied as forcibly as possible, but just short of locking their wheels. If a wheel locks and slides on the road, its retarding power is reduced and, on the other hand, a brake which cannot be applied forcibly enough to bring its wheel up to the locking point, is not giving maximum results. Clearly then, the two brakes must take hold equally, or the utmost total stopping power will not be obtained.

## Tyres Overloaded by Excessive Braking Duty.

With unequalized brakes, when a sudden stop has to be made, one of the wheels is always certain to lock before the other does and usually before the desired retarding effect is realized. This wheel will slip and in so doing its tyre-tread will rapidly be worn down with the result that the fabric will be laid bare in spots, where it will

deteriorate and finally blow out. The extra stresses on the particular tire, which is doing a disproportionate share of the braking, also tend to bring about its premature failure.

## Effect on Band Linings.

If one brake is doing the "lion's share" of the retarding, its band lining wears out at an excessive rate. adjustment will be required at unduly frequent intervals, and removal will be necessary all too soon. The most reliable and economical service from brake linings is secured when they wear out equally and both have to be replaced at the same time.

## Danger of Side Slip.

But the really vital objection to unequal action of a pair of brakes is the skidding danger involved. The effect of one brake setting powerfully and the other hardly at all is like that which would be produced by forcibly pulling back on the former side of the car. It tends to turn the car around and if the road is slippery, it does so, often with most disastrous results.

## Headlight Bulbs Burn Out.

Question:—I am having trouble with the burning out of headlight bulbs on my car, both of them giving out at the same time. The generator is charging at about 8 to 10 amperes. I have examined the wiring for short-circuits, but can find none. What do you think is wrong?

Answer: Too high generator voltage, probably caused by abnormally high resistance somewhere in the charging circuit, is the most likely occasion for this trouble. You better make sure that there is sufficient liquid in each of the cells, that both battery-cable clamps are tight and that their contact surfaces are perfectly clean and that the connexions at the ammeter and elsewhere between the generator and battery are not loose or dirty. The recommended charging current for this car is 15 amperes at a 25 m.p.h. speed and the fact that your generator is passing but 10 amperes, rather indicates that there is too much resistance in the charging circuit. Short-circuited wiring does not cause bulbs to burn out.

## Hill Climbing Suggestions.

Question:—What is the best procedure to follow when attempting to take a hill, on high gear?

Answer: Unless a car has a surplus of power or unless the road surface is too rough to warrant it, the car should be speeded up just before the hill is reached and kept at a good rate of speed by gradually opening the throttle. If ignition is not automatically timed, it may be necessary to retard the spark somewhat, as engine speed falls under the effect of the grade. With a car having a superabundance of power, it is not necessary to "rush" hills, unless they are exceptionally steep. If one is not skillful in shifting gears or if the brakes are weak, it is not wise to try to take very steep hills "on high," especially if only moderate engine power is available. It is better to change to second speed before the hill is reached. In case car speed falls much below 10 m.p.h. on high gear, with wide open throttle, in hill climbing, a change to second speed is usually found desirable.

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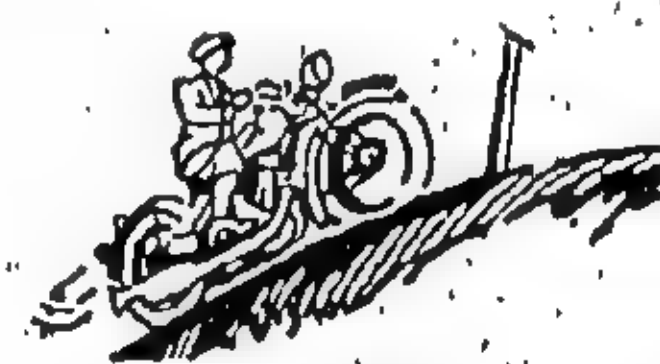
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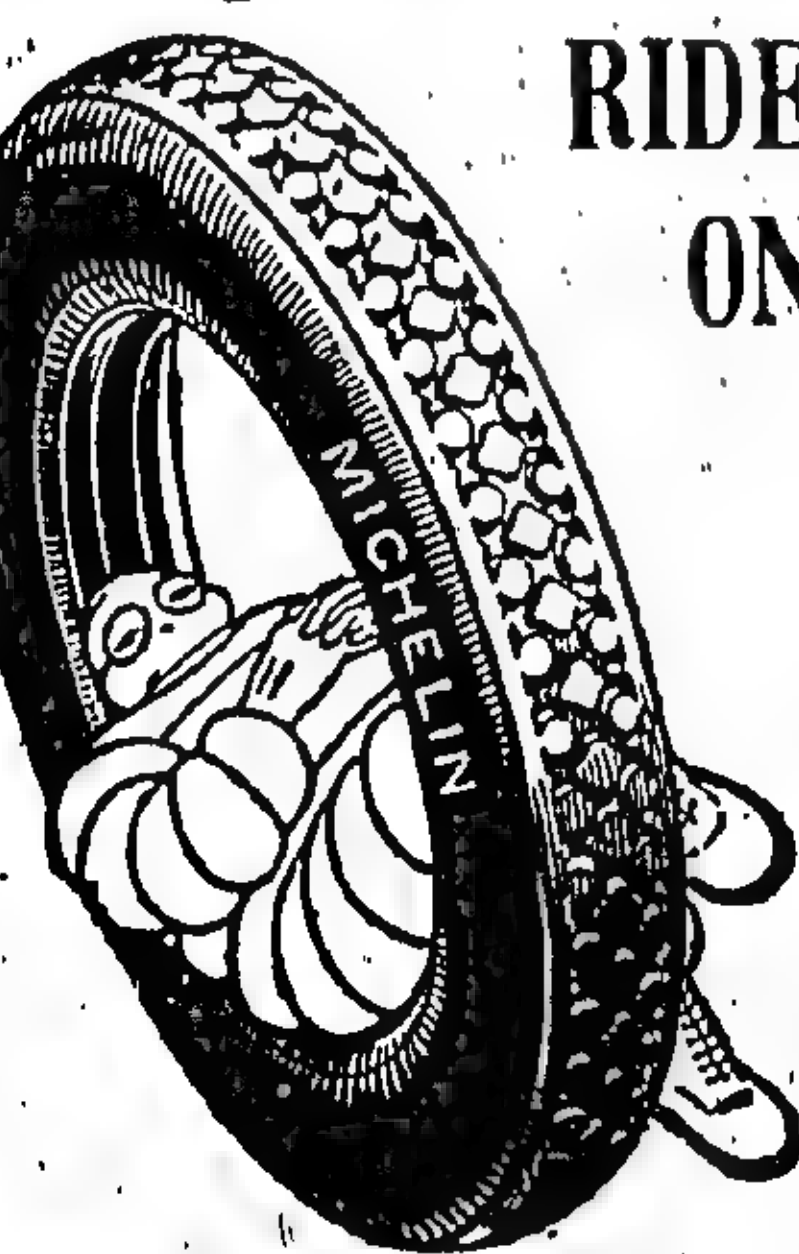
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## CORRESPONDENCE.

## Local Broadcasting.

[To The Editor of Hongkong Telegraph.]

Sir.—The attention of the Publicity Sub-Committee of the Broadcasting Commission has been drawn to certain comments made in your issue of 17th October by your musical critic "Allegro".

The Committee has no desire to stifle criticism but would like to make it clear that in the opinion of many well qualified listeners the transmission from the new Studio is of a quality very far removed from "Allegro's" description. "Allegro" very fairly concedes this point by quoting satisfied listeners on the Peak and Afloat; he also concedes that the "atmosphere" of the waiting-room was not that of a hushed concert hall; he might also have added that the acoustics of the said room do not seem to be as good as those of an ordinary drawing-room, and that a similar loud-speaker installed in a smaller room near by gave greatly superior results, as will be agreed by all who heard them both.

The Committee would greatly appreciate letters from any satisfied listeners, as well as criticisms, as it must be obvious that their difficult task of enlisting the gratuitous services of the Colony's artists will be greatly impeded if there is anything like a general suspicion that, however perfectly they may perform in the Studio, their efforts may be rendered vain by distortion and the like.—Yours, etc.,

J. P. BRAGA.

On behalf of the Publicity Sub-Committee, Broadcasting Committee.

## The Hongkong Dollar.

Sir.—"Spectator" has put my argument into the proverbial nut shell—"The higher the premium, the greater the prosperity of the Colony." I do not think, however, that we can ever hope for a 100% premium.

From a domestic viewpoint the primary function of our banks is the provision of sufficient currency to allow for unrestricted legitimate industrial development. In that respect we have nothing to complain of in Hongkong and the fact that it is the external demand for our currency that is responsible for the paper premium proves conclusively that this little Colony is, at the moment, enjoying some extraordinary advantage in the world's financial or industrial market. There would have been every cause for alarm had our international exchange been unfavourable, but whether "Observer" chooses to agree or not with my analysis of our invisible exports, the fact remains that our currency is badly wanted by outsiders. Demand invariably inflates price and in forcing down our exchange by panic methods, we are not only making an absurd disaster but are making an absurd, uncalculated sacrifice in the interests of a minority. If foreigners are prepared to give 2/- for a paper dollar with a security in silver of 1/9 they must certainly find it worth their while, so why not let them go ahead with it? If I have a dog for sale which I think is worth \$20, would I sell it for the \$20 when competing buyers offered up to \$50? "Observer" may disagree with me on my diagnosis of our premium trouble but surely the origin of the abnormal external demand for our money is obvious.

As regards his criticism of my remarks on invisible exports in respect of shipping work, I acknowledge that I may have been somewhat abstruse but can clear up the difficulty by explaining that I was referring particularly to ship repairs, the handling of cargoes and harbour charges. Our docks are indisputably the staple industry of the Colony and if "Observer" cares to enquire, he will find that, of late, things have been going so well in that line that it has become a question of a chronic labour shortage. And as to high rents being a question of reflecting political conditions of China, I need only refer him to the article in to-night's Telegraph on the building boom. By the way, whoever heard of a community on the verge of bankruptcy being concerned in a boom of any description?

Remittances from China bring us back to the price demanded for security of wealth. "Observer" contends that political affairs on the mainland may account for high rentals here. Why then should they not account, in part, for the paper premium? Wealth must be prepared to pay for protection as readily as life.

I submit that my exaggeration of Hongkong's position alluded to a world wherein the value of property, in shipping or otherwise, was an unknown quantity and that a bird in Hongkong was worth two outside.

There is one last question I should like to put to "Spectator" and "Observer".

We understand that the exchange was dropped because the recent abnormal rise was "becom-

## OPIUM POSSESSION CASE.

## THREE WOMEN REMANDED THIS MORNING.

There was a further development at the Central Magistracy this morning in the case in which three Chinese women were charged with having in their possession 62 taels of raw, non-government opium, when they appeared after a two days' remand.

Revenue Officer Grimmett said there would be a further charge of dealing in illicit opium against the first defendant, and Mr. E. W. Hamilton adjourned the proceedings until 11.30 a.m. on Wednesday next. Bail was allowed in the case of the first two defendants to the amount of \$2,000, and \$500 for the third.

At the previous hearing, it was stated that the women lived at 61, Queen's Road West, third floor, and, when arrested, two taels were discovered on the second defendant, and the remainder at the top of the stairs, leading on to the roof.

## THE PROFESSING PROFESSION.

(Continued from Page 5.)

The interpretation of the days that have been to the days that are to come. What noble companions he gathers for himself out of all past ages, and what charming companions come to him year by year in the present—ever young, ever new, never ceasing! What other man, I say, maintains so steadily his contact with youth, and who else reaps such abundant harvests of affection?

And then I inquire about his leisure, that most rare and precious thing which so many other men know nothing of, and ask whether it is not true that he has solved the great problem of doing one's work entirely in the leisurely mood—doing it strenuously, to be sure, and for longer hours in the day than almost any other man ever allows himself to work, but doing it joyously, lovingly, and altogether for the work's sake. Where else could he hope for such leisure? How many of those who rock with glee over the absurdities of the Typical Professor have solved that great problem so well? How many of them even know of the problem's existence? Is it not possible that they content themselves with such frayed and antiquated witticisms chiefly because they have never learned what true leisure is and how to apply it?

These searching questions of mine do sometimes seem to impress the professor of whom I speak, but their effect is not lasting. He relapses again into a half-humorous gloom. One seldom has permanent success in arguing with oneself.—O. S. in the Christian Science Monitor.

## SALVAGE MONEY.

## OF INTEREST TO MEN OF THE NAVY.

The naval authorities in Hongkong notify that the following award of salvage money is now due for distribution:

Salvage of s.s. Holmsea on 7th and 8th Nov., 1928, by H.M. Tug St. Omar, (Gibraltar).

Salvage of s.s. Arracan between the 26th and 27th July, 1928, by H.M. Tugs Resolve, Rosterer and Dragger St. Alban (Malta).

ing prejudicial to commercial interests here." If instability, in this case, was injurious, in the sense that it was undermining confidence in the intrinsic worth of our paper, would not the rate have automatically fallen? Can anyone conceive of a growing demand for a potentially worthless currency?—Yours, etc.,

ONLOOKER.

Bad French.

Sir.—In your to-day's paper under "The Very Idea" a writer in a London Journal makes fun of the poor English of a French girl, who was unlucky enough to tell him that her girl friend was very fond of getting married, and he believes the meaning of it to have been in French: "Elle est amateur de se marier".

This proves that the writer is not at all the right man to make fun of other people's bad language, as he cannot say in French "Elle est amateur," but "Elle est amatrice." Furthermore, the whole thing is wrong, and he ought to have said either "Elle est desiruse de se marier."

So it seems to me that the girl's bad English is not worse than the London writer's bad French—rather the contrary.—Yours, etc., FRENCH-SPEAKING FOREIGNER. Hongkong, Oct. 18th, 1929.

## TIGHTENING MUI TSAI LAW.

(Continued from Page 1.)

It has, however, been thought desirable to deal specifically with these rights of guardianship, as explained in paragraphs 12 to 15 below. It therefore seems unnecessary to retain section 8 of the principal Ordinance on the statute book.

## Point Made Clear.

Section 9 (1) of the principal Ordinance enables the Secretary for Chinese Affairs, upon the death of the employer of any mui tsai, to make any order which he may think fit regarding the transfer of such mui tsai to a new employer.

The object of this provision was to give the Secretary for Chinese Affairs power to make the best arrangement for the mui tsai possible in all the circumstances of the case. It was never intended that this power should override the right of a mui tsai to be restored to her parent or other natural guardian, or the general right of the parent or other natural guardian of a mui tsai under the age of eighteen to have the girl restored to his or her custody.

Section 4 of this Ordinance therefore, inserts in section 9 (1) of the principal Ordinance words which make it quite clear that the provisions of section 10 of the principal Ordinance are to prevail over those of section 9 (1) in case of any conflict.

## Registration Issue.

Section 5 of this Ordinance repeals section 13 (2) of the principal Ordinance because in future it will be illegal to bring any unregistered mui tsai into the Colony, and accordingly no provision can be made for the registration of mui tsai so brought in.

Section 8 of this Ordinance adds five new sections to the principal Ordinance. The proposed new section 20 provides that in any prosecution under section 6 of the principal Ordinance the magistrate may convict of common assault if he fails to find as a fact that the girl in question was a mui tsai. It is possible that he has this power already under section 22 of the Magistrates Ordinance, 1890, but it is considered desirable in this case to place the matter beyond all doubt.

## Onus of Proof.

The proposed new section 21 deals with onus of proof, and provides that in every prosecution under the principal Ordinance it shall, until the contrary is proved, be presumed that the girl in question was a mui tsai in the employment of the accused at the time of the alleged offence, and that this onus will not be discharged by mere proof that the girl was described in any transaction by some term other than mui tsai.

This may appear drastic, but the difficulties of proof are enormous. In order to prove that a girl is a mui tsai it might be necessary to prove some payment made years ago, outside the Colony, and in the absence of the girl herself. On the other hand, the accused should find it easy to prove the real status of any girl in his household, and the burden is therefore less heavy than it might appear.

The provision that the onus will not be discharged by mere proof that the girl was described in some transaction by some term other than mui tsai is inserted because of the practice of describing a mui tsai as an adopted daughter. If the girl was in fact used as a domestic servant, and if money had

been paid to secure her services as such, no doubt the magistrate would hold that she was a mui tsai, even though a document was produced in which she was called an adopted daughter. Of course under the main part of the section the magistrate would have to find that the girl was a mui tsai unless there was evidence to the contrary sufficient to discharge the onus laid on the accused by the section.

The proposed new section 22 will enable the magistrate to estimate the age of a mui tsai even though no evidence is called on the point. Such a provision is obviously, necessary.

## Legal Guardianship.

Section 32 of the Protection of Women and Girls Ordinance, 1897, provides that "No parent or person acting in the place of a parent who has voluntarily parted with a girl for the purpose of adoption into another family, or who has received money for parting with the custody of such girl for any purpose, shall be deemed to be entitled as of right to the custody of such girl as her parent or as the person acting in the place of her parent, and the legal guardianship of such girl shall be vested in the Secretary for Chinese Affairs." These provisions appear to be in conflict with some of the provisions of the Female Domestic Service Ordinance, 1923.

In the first place it might be argued that the declaratory clause of the later Ordinance, i.e., section 2, negatives the right of guardianship conferred on the Secretary for Chinese Affairs by section 32 of Ordinance No. 4 of 1897 where a parent has received money for parting with the custody of a daughter. It is submitted that the conflict is only apparent, and that though the rights of the Secretary for Chinese Affairs arise upon such payment they are not conferred by that payment.

Further, the rights of the Secretary for Chinese Affairs are conferred solely in the interests of the girl, and in that respect they differ from rights of an employer and even from the rights of a parent or guardian.

It is therefore submitted that section 2 of Ordinance No. 1 of 1923 is concerned with such rights as those of an employer and such rights as conferred on an officer of the Government to enable him to protect the girl, if necessary, against both her employer and her parent.

To make this clear, however, section 8 of this Ordinance proposes to add to Ordinance No. 1 of 1923 a new section 23 which will provide that nothing in Ordinance No. 1 of 1923 shall affect any right of guardianship possessed by the Secretary for Chinese Affairs by virtue of the provisions of Ordinance No. 4 of 1897.

## Conflict in Law.

In the second place, while section 32 of Ordinance No. 4 of 1897 appears to give the Secretary for Chinese Affairs the full and unfettered rights of a legal guardian, section 10 of Ordinance No. 1 of 1923 considerably limits his right to refuse to restore a girl to the custody of her parent or natural guardian. The latter section provides that any mui tsai who wishes to be restored to the custody of her parent or natural guardian, and any mui tsai under eighteen whose parent or natural guardian wishes the girl to be restored to his or her custody, shall be restored to such custody unless the Secretary for Chinese Affairs "shall see some grave objection in the interest of such mui tsai to such restoration."

The conflict here is real, and no doubt the later enactment would prevail. The proposed new section 23 makes it quite clear that

(Continued on Next Column.)

## The Very Idea!

When A, playing in an amateur foursomes golf championship, discovers a small frog sitting on his ball in a bunker, what should he do?

This delicate situation actually arose recently in Australia, and cost A and his partner eight strokes, a fact one can only explain by assuming that he distrusted the evidence of his eyes so soon after lunch and drove off as though no frog were there. No doubt the frog, a relative, probably, of that frog of Esop's which puffed itself up like a bull, was under the impression that it held the gorgeous world in fee.

Nottingham solicitor—Was he the aggressor? Man—No, he was the man who struck the first blow!

Wilkesden applicant—I am in purgatory owing to this woman's behaviour. Magistrate—Not possible yet!

Southend woman, accused of being drunk—I am trying to break off the drink habit, only my legs let me go sometimes.

A correspondent sends to a Home paper the following howlers which he claims as his greatest reward for the monotonous task of marking hundreds of examination papers.

"In Platonis libris omnibus Socrates exprimitur" was translated as "Socrates was squeezed out of the omnibus by Plato's children." The tortures of crowded buses had evidently preyed upon the mind of the student.

Perhaps most doctors will appreciate the translation of "Est medicum sitim restinguere et sedare" as "A doctor's duty is to quench his thirst and sit down and rest himself."

"Nobody is stronger than a lion, but a man can kill a tame lion" was returned as the translation of "Nemo est fortior leone, tamen leonem vir occidere potest."

As the centuries pass many words change radically in significance, though in most cases retaining their former meaning in addition.

There is the word "bonnet," for example, which in the Victorian age meant a rather cumbersome head covering with ribbons floating behind, but which now has assumed new meanings.

A very old gentleman was speaking to a young man. "Yes," he sighed, "women were always wanting new bonnets in my young days."

"My wife wants one now," sighed the young husband, "one with a limousine behind it."

(An American doctor has uttered a warning against certain brands of lipsticks, having discovered that they contain poison.)

Take, oh, take those lips away—Ruddier than the cherry. Not for me your laughter gay, And banter, blithe and merry, All the ardour in my heart Now grows dull and duller; Grieve not, dear, that we must part Now that I'm off colour!

Old Man: I never see a blush on a girl's face now. In my day it was very different. Young Man: Oh, grandfather, whatever did you say to them?

"Now, this is really too kind of you," began the wealthy relative to the little daughter of one of her poor relations. She took the little parcel from the girl's hand and began to unwrap the birthday gift.

"I wonder what it can be," she hazarded, with a smile.

"It's a fish," declared the child.

"A fish?" echoed the other, and her eyebrows looked as though they were on their way to mingle with her greying hair. "A fish?"

"Yes," confirmed the little girl innocently. "Daddy said it was a sprat to catch a mackerel."

the later enactment is to prevail, as it lays down that in exercising any right of guardianship conferred on him by Ordinance No. 4 of 1897 the Secretary for Chinese Affairs shall comply with the provisions of section 10 of Ordinance No. 1 of 1923.

In the third place, section 32 of Ordinance No. 4 of 1897 does negative the right of the parent, in certain circumstances, in a form which is undesirable in view of the provisions of Ordinance No. 1 of 1923. That section is, however, about to be amended by another Ordinance so as to make it more consonant with the objects and principles of Ordinance No. 1 of 1923.

The proposed new section 24 makes any register kept under this Ordinance, and certified extracts, and photographs and finger prints taken for the purpose of any such register, admissible in evidence upon mere production. It also links up the photographs or finger prints with the entries in the registers by means of the serial numbers used.

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#### LOCAL BOXING.

##### ASSOCIATION NEEDS MORE SUPPORT.

The tenth annual general meeting of the Hongkong Boxing Association was held in Messrs. Jardine, Matheson's board room last evening. Mr. R. M. Dyer, Chairman, presided, and moved that the report of the general committee and the balance sheet be taken as read.

The report read as follows:—The tournament account shows a loss of \$984.39 and the general account a profit of \$185.65 and the amount now standing to the credit of the Association in the Hongkong and Shanghai Banking Corporation is \$83.71.

During the season, Signalman Morris (H.M.S. Magnolia) won the Welterweight Championship by defeating Marine Francis (H.M.S. Tamar). Leading Seaman Mudge (H.M.S. Berwick) won the Featherweight Championship by defeating Signalman Shons (H.M.S. Serapis) and Able Seaman Davies (H.M.S. Hermes) won the Lightweight Championship by defeating Leading Seaman Hall (H.M.S. Thetis).

As a result of the extremely poor attendances at the tournaments during the season under review the funds of the Association are at a very low ebb. The general committee hope for very much better support from members and the general public during the coming season without which it will not be possible to carry on.

Under the rules of the Association all the officials (except the President and Vice-President) and the Members of the general committee retire at this meeting. Mr. R. M. Dyer, Mr. J. Scott Harston offers themselves for re-election as Chairman and Vice-Chairman of the Association respectively. Mr. J. Brook offers himself for re-election as Manager. Mr. T. G. Bennett offers himself for election as Honorary Secretary and as Treasurer.

Mr. Archibald Ritchie has very kindly audited the accounts during the absence of Mr. John Fleming, who offers himself for election as Honorary Auditor of the Association.

Chairman's Speech.  
Mr. Dyer said.—The general committee regret that the accounts show the Association to be in a very poor financial condition. The tournament account which should be in a surplus in the past our main source of profit shows a loss of the substantial sum of \$984.39 as against last year's profit of \$600.66 a difference of \$1,585.05. The surplus on the general account is also less by \$238.76 than last year.

The cause of this regrettable state of affairs is due to the lack of support given by the general public to the Association's tournaments during the season under review. The houses were poor and there was a particular falling off in the attendances in the ring side seats.

In the opinion of the general committee the standard of boxing was well maintained during the season, and there appears to be no good reason to explain this lack of support. We can only hope that the coming season will show a great improvement in attendances at the tournaments, without which it will be impossible to continue the activities of the Association.

The General Committee believe that the Association is of considerable value to the Services and the public in general, and for one should be very glad if it was found necessary to shut down.

The Association during most of last season were without the services of their energetic and efficient manager, Mr. J. Brook, who was taken ill and had to go away to recuperate. We are glad to know that he has returned in good health and with renewed vigour and keenness. A successful season will be largely due to him.

There is plenty of good material for contest in the Colony, and any one who desires to put the gloves on in public should communicate with the manager, who will do every thing possible to find him a suitable opponent.

At the last annual meeting I said we hoped to stage a benefit tournament for the dependants of Stoker Morris. It is to be regretted that lack of support made this impossible, but the general committee will consider carrying out that object this season, if circumstances allow.

I now beg to propose that the report and accounts for the year ended 30th June 1929 as presented be adopted and I shall be much obliged if some member will kindly second such proposal, whereupon questions as to the report and accounts may be raised.

There being no questions, it was put to the meeting that the report and accounts be adopted.

Support Needed.

In seconding the motion, Mr. G. G. N. Tinson said that the Association needed further support. The finances for the last two or three years had been getting lower, and had been coming when they must have support, as it was impossible to cut down the costs of the tournament any further if they were going to have successful fighting. The trouble lay in the fact that the ring-side seats were not sufficiently well patronised. Mr. Tinson pointed out that the loss last year was worse than the balance sheet showed. Had it not been for a donation from an ardent boxing fan, said Mr. Tinson, the association would be in debt to the tune of about \$400. Instead of showing a credit balance at the bank of \$83.

#### FANLING GOLF.

##### STARTING TIMES FOR THE OLD COURSE.

The following starting times have been drawn for the old course at Fanling on Sunday:

9.12 a.m., F. Lobel, S. T. Bullin.  
9.24 a.m., A. G. Coppin, J. S. Drummond.  
9.28 a.m., A. D. Coppin, F. M. Ellis.  
9.32 a.m., K. S. Robertson, C. E. Moore.

9.36 a.m., K. S. Morrison, D. J. Gilmore.

9.40 a.m., E. D. Black, E. D. Lawrence.

9.44 a.m., G. S. Archbutt, J. W. Alabaster.

9.48 a.m., C. W. Jeffries, G. B. S. Thomson.

9.52 a.m., A. C. I. Bowker, E. Syme.

9.56 a.m., J. R. Hinton, J. R. Collis.

10.00 a.m., B. H. C. Hallows, G. W. Reeve.

10.04 a.m., A. E. Lissaman, "A. O. Brown."

10.08 a.m., H. Spicer, H. U. Ireland.

10.12 a.m., E. des Vocux, A. B. Purves.

10.16 a.m., M. G. Mills, D. Ellis.

10.20 a.m., J. W. Thayer, A. Piercy.

10.24 a.m., J. Harrop, W. L. Alexander.

10.28 a.m., A. D. Humphreys, O. Eager.

10.32 a.m., K. L. Dugan, Major Beamish.

10.36 a.m., R. K. Hepburn, G. W. Tate.

10.40 a.m., W. A. Butterfield, J. P. Sherry.

10.44 a.m., O. D. Brown, J. H. Raikes.

10.48 a.m., F. G. Fowle, D. E. Clark.

10.52 a.m., W. G. Lorimer, J. Forbes.

The Adamson Cup competition, played at Happy Valley from October 4 to 15, S. Stacey qualified with a score of 94-24=70.

Other scores were: A. Brookbank, 89-13=71; J. H. Gelling, 93-24=74.

#### LOCAL CHESS.

##### ANNUAL MEETING OF THE KOWLOON CLUB.

At the annual meeting of the Kowloon Chess Club, which was held at the Central British School last evening, the chairman, Mr. G. Franklin Nightingale, eulogised the work of the committee in placing the club on such a strong basis, and congratulated the treasurer for the very satisfactory financial statement.

After the adoption of the report and accounts, the officers for the ensuing year were elected, as follows:

President, Mr. G. Franklin Nightingale; Vice President, Mr. J. S. Smith; Hon. Secretary, Mr. C. E. Wong; Hon. Treasurer, Mr. C. E. Hayer; Hon. Members, Mr. H. W. Karanly, Captain, Mr. H. D. Carvalho, C. M. Sequeira and B. Soltan.

A vote of thanks to the chairman for the able way in which he conducted the meeting and for the interest he had taken in the club's affairs in the past, concluded the meeting.

Everyone should try to get more people interested in the \$5 seats as they were the only seats that could pay for the expenses of the tournament. From former experience the committee had learned that a theatre was the best place in which to hold the tournament, but it was a small place and did not hold too many \$1 seats. The Association had done a lot of good for boxing and boxers in Hongkong and had entertained the general public, so that it would be a great loss if it receded to the position which ruled before the war. He emphasised the fact that the Association to get in a sound position must get more support.

The Chairman's motion was then carried unanimously.

Officers Elected.

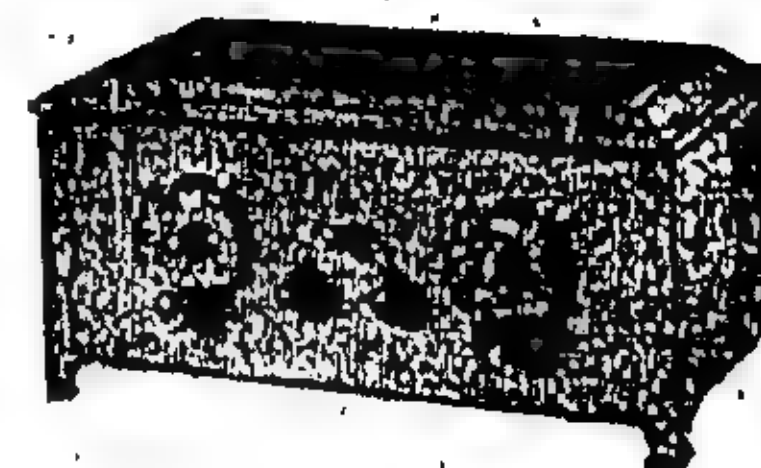
The following officers were elected for the ensuing year:

Chairman: Mr. R. M. Dyer; Vice-Chairman: Mr. J. Scott Harston; General Committee: Mr. S. J. Clarke, Mr. W. Logan, Mr. C. Bond, Mr. W. Ward, Mr. H. G. Sheldon, one member to be nominated by the Police Force, three members to be nominated from the Army and three from the Royal Navy. Official Referee: Mr. Murdoch; Manager: Mr. J. Brook; Hon. Sec. and Treas.: Mr. T. G. Bonnett.

The meeting was then declared open for general discussion, and Mr. J. Brook announced that he had received a letter from Mr. Iron Buz, at present in Manila, who said that six local boxers were willing to come to Hongkong and fight. The team included two welterweights, two featherweights and two lightweights. The terms were a \$300 purse, win, loss or draw, a second class passage, and second class hotel expenses while in Hongkong. They also asked 25% of the gross gate receipts. Mr. Brook said that the Association could not think about that. (Cries of "No, we can't.")

The Chairman said that he did not think the latter part of the suggestion was possible, after which the proposal was discussed in committee, and the meeting closed.

The first tournament of the Association will be held on November 16, and intending participants are asked to get in touch with Mr. Brook at the offices of the Vacuum Oil Company.



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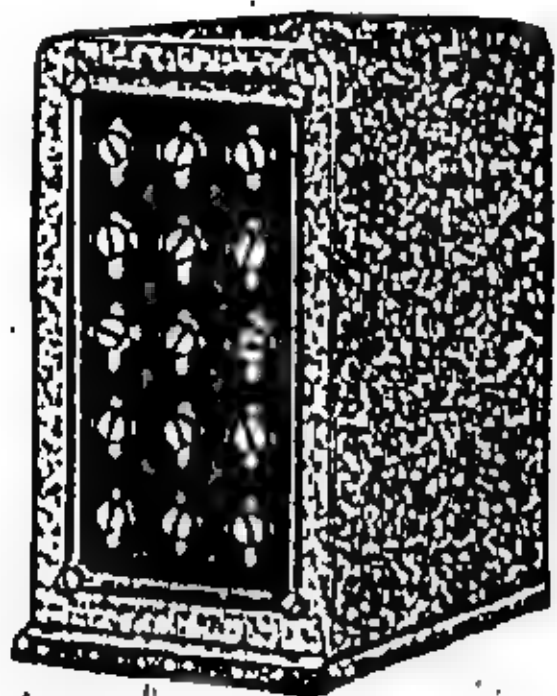
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**A COALOWNER'S WARNING.****RUIN AND UNEMPLOYMENT FOR THOUSANDS.**

Cardiff, Sept. 3.  
Mr. W. North Lewis, Chairman of Messrs. Insoles Ltd., (Cymmer Collieries) at the annual meeting here to-day, warned the Government of the disastrous effects which any curtailment of hours of work would have on the mining industry.

While the coalowners were doing all in their power to improve conditions in the trade, he remarked, they looked forward with the gravest apprehension to the legislation which the Government have notified it was their intention to impose in the autumn.

He said without hesitation that legislation which would increase the cost of production would make it impossible for the exporting districts to compete in the markets of the world, and would throw the trade back into an even worse position than that from which it was slowly trying to emerge.

**German View.**

"It would be nothing short of a tragedy," Mr. Lewis proceeded, "if just as we are beginning—after enormous sacrifices—to regain markets lost through the strike, we are once more thrown back into the position where we shall be unable to sell our output. It will mean ruin to many more, undertakings and unemployment to thousands of men."

It was openly stated by German industrialists, he added, that if the Government reduced the hours of labour in the British coalfields it would be the best possible present they could make to Germany.

**British Coal for Scandinavia.**

Copenhagen, Sept. 3.  
A joint statement, has been issued this evening by the Scandinavian Coal Importers' Association and the Central Collieries' Association, which have been conferring together here to examine the coal trade between Great Britain and the Scandinavian countries.

This conference follows a similar one, which was held between the two Associations in Sheffield last October, with the object of recovering for Great Britain some of the coal trade with Scandinavian countries lost to other coal-producing countries.

The statement says that one of the main objects of the conference was to discover whether the present quota system provided sufficient elasticity to meet the needs of a fluctuating export trade, and, if necessary, to consider methods of removing any difficulties.

It was a gratifying feature of the activities of the Association, said the statement, that there had been a considerable increase in the importation of British coal into Scandinavia. It is expected that that increase, unless checked by any lack of elasticity in the supply of coal for shipment, will continue. This would tend in turn to stimulate exports from Scandinavian countries to Great Britain, and thus consolidate trade relations.

—Exchange.

**SIR J. STAMP AND MR. SNOWDEN.****"I DOUBT THE EFFICACY OF HIS VICTORY."**

Epsom, Sept. 4.  
A vigorous defence of the work of the British experts at the Reparations Conference in Paris, at which the Young Plan was drawn up, is made by Sir Josiah Stamp, who was chief of the British delegation.

Sir Josiah also questions "the final efficacy of Mr. Snowden's Hague victory." He writes to an Epsom correspondent:

"The full story cannot be told for some years, I fear, but there is a simple answer to the whole problem, half of which you have got. It is this: The choice before me in May, after four months of grim fighting on many problems, was to object to the unanimous report of the others, in which case the German acceptance was definitely not obtained, or to agree.

**The "Losses."**

"The breakdown," as shown in April, on the financial markets, meant a financial crisis extending to Britain. The Dawes plan transfer provisions would have been immediately operative, and all reparations would have stopped. The one essential, from an economic point of view, was to keep the flow going on, to have a definite substitute for the Dawes plan ready. That course was certain to provide more reparations for Great Britain in the long run even if there were apparent losses.

"The right course was to accept the obliquity of apparently letting our case down in the general interest of a settlement.

"I would do it again a hundred times. Better x per cent. of a certainty than x plus 1 per cent. of chaos.

"You could never have had a Young report at all but for that course.

"But apart from the above, there is much misapprehension and nonsense about our losses. Snowden set out to get something off the Latins; he has practically nothing, and our face has been saved by putting more on to Germany, which is rather the opposite to what on economic grounds, was the trend of our influence in Paris. I doubt the final efficacy of the victory on economic grounds. I'm not enough of a politician to say whether it is good politics!

"Much more might be said on the influence of the Balfour note policy, etc., but I have given you the simple answer, that the report was the lesser of two evils—and that less not so evil as represented!

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**G.E.C. GRID & OUT DOOR SWITCHGEAR.****S.E. ENGLAND ELECTRICITY SCHEME. BRITISH MATERIALS TO BE USED.**

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductors insulators, and other accessories.

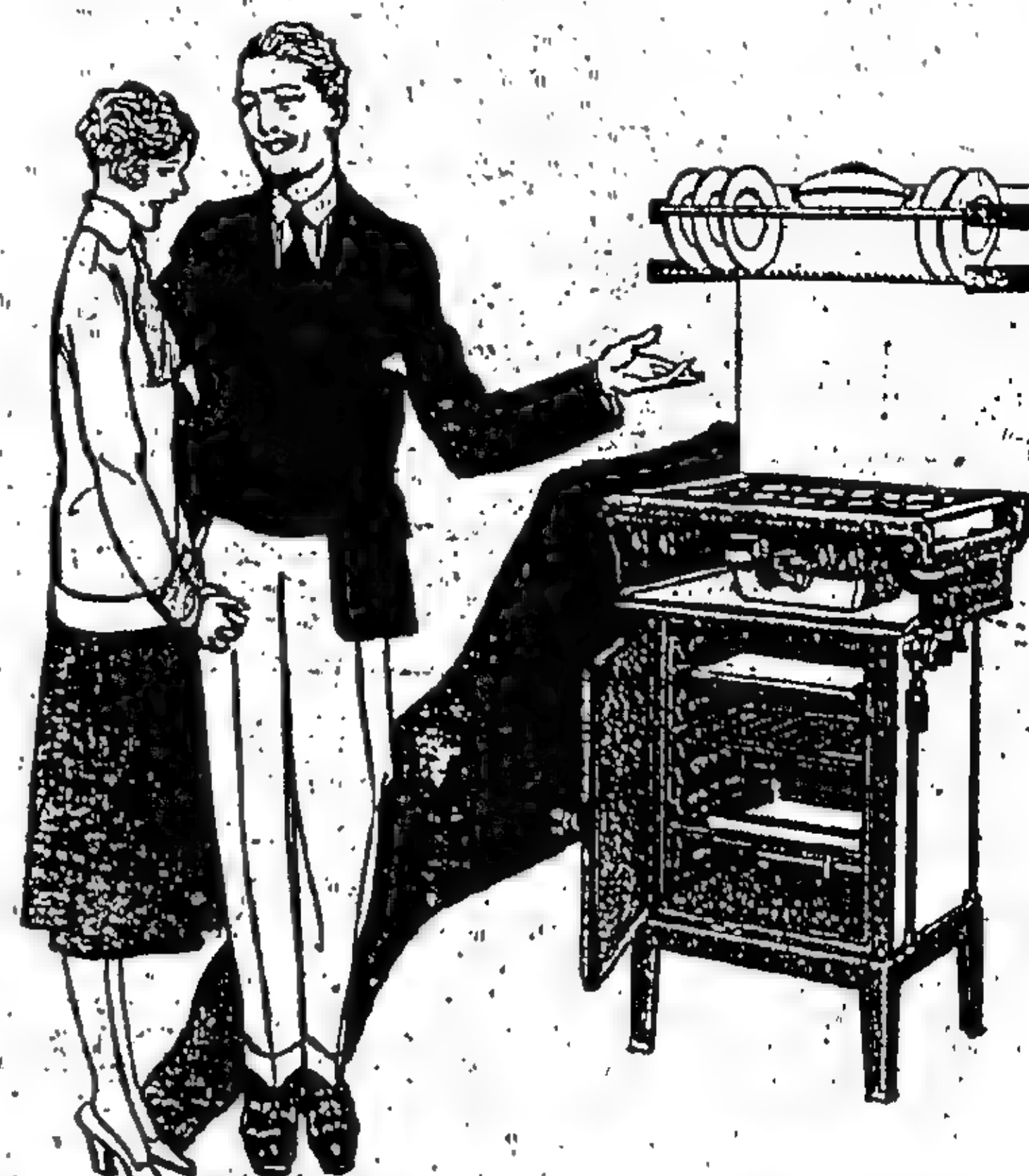
The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

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## THE SHINING TALENT.

By Eleanor Early.

### CHAPTER XX.

Once Molly interviewed George Durbin. And she knew him for a slight, boyish, mild-mannered man, whose simplicity belied his greatness. There was nothing about the famous producer to frighten a girl.

But now she was horribly nervous. It was one thing to interview a man, and quite another to approach him with a play. Molly felt as though she were being out-roughly preposterous. He would be nice to her, she was sure of that. He was that kind of a man.

But wouldn't he think her perfectly ridiculous, daring to think she had written a play worthy of his production? George Durbin had never put on a show. And here she was—presuming to march in on him in his own private office, big as life, with a play under her arm!

Molly dressed three times that morning. She wanted to look as old as possible. Old and sophisticated, she decided. If she looked young and innocent-looking, Mr. Durbin might be prejudiced against her from the beginning.

She discarded a youthful tailleur of beige, and wore instead an ensemble of black crepe. She covered her face and neck with suntan powder, and rouged her lips with geranium paste. She shaded her eyes with a blue pencil, and sprayed herself with the most sophisticated of perfumes. Then she hung large baroque pearls from her ears, bought a gardenia to match, and pulled her small black hat low on her forehead. She wore white buckskin gloves, and a short string of pearls, because she had noticed that the really smartest women at Palm Beach, when dressed for the street, wore either black and white or beige. And of the two, beige, she decided, was rather youthful for a serious-minded young playwright with her way to make.

Mr. Durbin received her with gentle courtesy. He had heard something of the play, he said. And he took the brief case from her, and opened it himself.

"I'll glance through it, if you'd like," he offered, and took the manuscript to the antique Florentine table that served as desk. He turned the pages rapidly, and what he read seemed to absorb him.

Molly sat in a high-backed Italian chair, with her feet swinging off the floor, and felt very small. Nervously she pressed her hand to her mouth, and the geranium rouge was smeared on her smart white glove. She wondered if the blue shadows that encircled her eyes were also coming off.

Suddenly Mr. Durbin looked up and smiled. "It's good," he said. "I'll take it. There are spots that are weak, naturally. But that's all right. I'll get a play doctor to work on it. All plays are pretty well doctored before we're ready to put them in rehearsal. Then they get a lot more doctored before the public gets a look at them. Do you want to drop around to-morrow, and I'll get in touch with Hewins—he's the chap we call in for diagnosis. Say 11 o'clock. Will that be all right?"

"Oh, Mr. Durbin! That's wonderful. Perfectly wonderful!" Molly had forgotten the dignity of baroque and black crepe. "You really truly like it?" she demanded. "You think it's honestly good?"

"Well," The great man smiled kindly. "I'll be perfectly sincere with you, Miss Burnham. It's a pretty good little play. That is, it has possibilities. Big possibilities. I should say. There's a vogue right now for newspaper plays. Crime plots and mystery stories are going over big. So that it possesses all the virtues of being

timely. It satisfies a popular demand.

"But, most important of all, there's the personal advertising you have had. I'm not trying to discount the merits of your play, Miss Burnham. You've an extraordinary plot there, and you've worked it out very well. But the dear public, as you undoubtedly know, are hero worshippers. They like, particularly, to worship a woman. Remember how they turned out for Gertrude Ederle? And Amelia Earhart?"

"Well, they haven't forgotten that little shooting affair in Boston. Ask any man on the street who Molly Burnham is. He'll tell you quickly enough.

"But the public is fickle. It doesn't remember anyone very long. Men and women have starved to death, who once were favourites. That means we must grab time by the forelock when we're banking on transient popularity. Not long ago Broadway went plumb crazy over a certain hero. Today nobody would cross the street to look at him. It's always the same. Your name may mean something today. But it won't be worth a nickel in six months."

"As a matter of fact, you've been out of the papers for some time now. It might be a good idea to get a press agent, and stir things up a bit."

"Red Flynn could do that," declared Molly. "Yes, Red's good. He's pressed advertised me for one season." Mr. Durbin smiled reminiscently. "Used to want me to sit on top of flagpoles, and wave flags. Dragged me out to Central Park once, and had me risk my life pretending to teach a hippopotamus to being my old Hip-Hip-Hurrah song. The hippopotamus opened his mouth, and a camera man faints."

"Red's a great boy for stunts. He'll have you roller skating down Broadway to help Grover Whalen solve his traffic problems. Or maybe he'll think up some back-to-nature stunt for you. Once he wanted me to go into the Maine woods, and live on berries and bark."

"Molly squirmed. "I couldn't do anything very exciting," she confessed, "because my parents are awfully old-fashioned, and they've had just about all they can stand already."

"Oh, we won't ask you to do anything too bad," assured Mr. Durbin. "By the way, I don't think you're a very good business woman, Miss Burnham. You haven't asked anything about royalties."

"But anything you say is all right!" she exclaimed. "I'm so happy to have you produce my play, that nothing else counts."

Mr. Durbin smiled. "I'll have to be generous after that," he declared. "Molly had no idea of splits or receipts. "I don't even know the difference between net and gross," she confided. "Anything will give me the vaguest notion of how much actual money I may get out of it?"

Mr. Durbin raised his eyebrows. "Well, there's Ann Nichols," he said. "They say she's made a couple of million. And then there are all the plays that flop—the countless countless failures. There's no telling. Miss Burnham. Maybe you'll make some money. Perhaps a lot. And then again maybe you won't."

"Well, I'm thrilled to death anyhow," she told him.

Hysterically gay, she telephoned Jack from a booth in the lobby. "Oh, Jack! Jack! Mr. Durbin's going to take my play. Isn't that wonderful?"

But Jack's enthusiasm was tempered. "That's fine," he declared. "How've you been, Molly?"

"Oh, great! I'm dying to see you. I've so much to tell you. Gee, Jack, I'm about thrilled to death. Isn't

it just too wonderful to be true?" "I told you you'd make a career for yourself," he reminded her. "I guess you're getting the breaks for both of us, honey."

"Aren't things going well with you?"

"Not so hot," he told her. "Maybe my old girl will give me a job around the theatre."

"Don't joke that way," she protested. "You know, Jack, Wells, that you're going to design some great library or something, and be famous like Bullfinch and Stanford White. Listen, Jack, I'm hungry. Let's have luncheon together, and I'll tell you about Mr. Durbin and Delphine Darrows."

There was a second's silence. Then, hesitatingly, Jack said, "I'm awfully sorry, Molly. I'm going out to Westchester this afternoon."

"You don't want to take me?" she cried.

"I didn't say that."

"No, but you meant it. You know perfectly well you could see me if you wanted to. Why, Jack, it's been weeks and weeks!"

"I know. But we made an agreement before you went away, Molly. There's no good seeing each other, honey."

"All right. I won't ever telephone you again, Jack. I won't bother you any more."

"Now, Molly! Don't be like that," he besought.

"Maybe you'll come to the opening night of my play?" she enquired politely.

"Why, of course I will. I'll send you flowers," he promised.

"I'll send you tickets," she gulped. "D—down f—front."

She wondered why she wanted to cry. Jack was simply being hateful. Of course he could take her to luncheon if he wanted. He needn't have been afraid she'd make love to him. Just as if they couldn't be friends, even if he didn't want to be sweethearts! She hung up the receiver abruptly, and swallowed an unaccountable lump in her throat.

"I'm going to be famous!" She vowed. "And have my name up in electric lights."

The amazing effrontery of youth! The sweet, mad impudence of Molly.

Now, maybe it was luck. And maybe, as some critics say, she has the spark of genius. It doesn't, after all, make much difference. The important thing is the way the public has acclaimed "The Death of Delphine Darrows."

Probably you read of that spectacular first night. And you know how it's been packing them in ever since. You've read what the reviewers have to say. A good many of you have seen the play. Before the summer is over, millions more will have thrilled to it—for they are filming it now for the talking movies. The fame of Molly has swept from coast to coast. There are five companies on the road now. And the original cast is opening in London in the autumn.

Do you remember reading of the opening night, and how they called on Molly for a speech? Her mother and father were sitting down front with Jack. He had met them at the station, after Molly sent him word that she did not want to see any of them until after the final curtain.

Molly was so nervous that night that Red Flynn was sure she was going to faint. She had bought a green gown, with pearls like frost-dew drops, gleaming on its bodice. And she wore a cap of pearls on her red hair. They say she looked like a medieval princess, with her long, full skirt, and her little jewelled slippers, and the strands on strands of pearls she wore.

"Author!" they cried. "Author! Author!"

And Red Flynn took her hand, and dragged her across the stage—and left her standing there, with her arms full of flowers, and her beral cap on sideways, and her face all flushed and beautiful.

Then Molly opened her mouth, and tried to speak.

(To be Continued.)

**LETTER GOLF SOLUTION.**

Here is the solution to the puzzle on another page.

**STORM, STORE, STARE, STARS, SOARS, BOARS, BOORS, DOORS.**

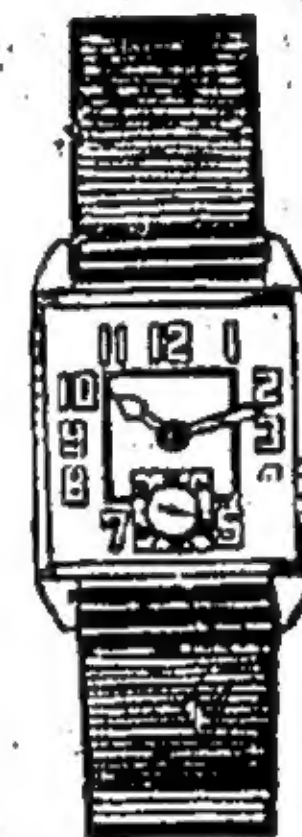
# GREAT WATCH VALUES

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IN HONGKONG

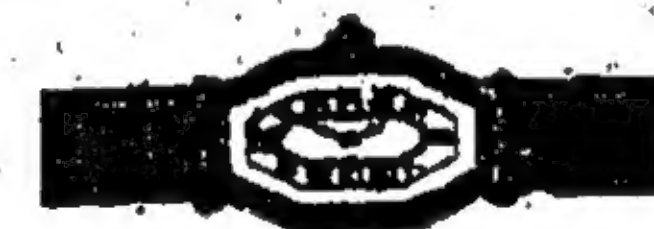


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our retail stocks as  
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Hongkong Office: 11, Queen's Road, Central.

Authorized Capital ..... 100,000,000.  
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Paid-Up Capital ..... 50,000,000.  
(£6,650,000.)

Reserve Fund ..... 50,000,000.  
(£6,650,000.)

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Branches:—Batavia, Bandoeng,

Bombay, Calcutta, Cebu, Hongkong,

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\* These offices have safe deposit boxes to let.

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P. M. ELBERG, Manager.

Hongkong, 25th May, 1929.

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Calcutta, Manila, Siam, Soerabaya,

### HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital ..... \$50,000,000

Issued and Fully Paid-up ..... \$50,000,000

Reserve Fund ..... \$50,000,000

Stirling ..... \$5,000,000

Silver ..... \$14,000,000

Reserve Liability of Proprietors ..... \$10,000,000

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TIENTSIN, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 6th June, 1929.



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17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

Empress of Asia	Leave	Shanghai	Leave	Yokohama	Leave	Vancouver	Arrive
Empress of Asia	Oct. 31	Nov. 3	Nov. 6	Nov. 9	Nov. 12	Nov. 15	Nov. 18
Empress of France	Nov. 13	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Nov. 28	Nov. 31
Empress of Russia	Nov. 27	Nov. 30	Dec. 3	Dec. 6	Dec. 9	Dec. 12	Dec. 15
Empress of Asia	Dec. 18	Dec. 21	Dec. 24	Dec. 27	Dec. 30	Jan. 2	Jan. 5
Empress of Canada	Jan. 15	Jan. 18	Jan. 21	Jan. 24	Jan. 27	Jan. 30	Feb. 2
Empress of Russia	Feb. 12	Feb. 15	Feb. 18	Feb. 21	Feb. 24	Feb. 27	Mar. 1
Empress of Asia	Mar. 5	Mar. 8	Mar. 11	Mar. 14	Mar. 17	Mar. 20	Mar. 23
Empress of Canada	Mar. 19	Mar. 22	Mar. 25	Mar. 28	Mar. 31	Apr. 3	Apr. 6
Empress of Russia	Apr. 9	Apr. 12	Apr. 15	Apr. 18	Apr. 21	Apr. 24	Apr. 27
Empress of Asia	Apr. 29	May 2	May 5	May 8	May 11	May 14	May 17
Empress of Canada	May 15	May 18	May 21	May 24	May 27	May 30	Jun. 2
Empress of Russia	Jun. 6	Jun. 9	Jun. 12	Jun. 15	Jun. 18	Jun. 21	Jun. 24
Empress of Asia	Jun. 25	Jun. 28	Jul. 1	Jul. 4	Jul. 7	Jul. 10	Jul. 13
Empress of Canada	Jul. 17	Jul. 20	Jul. 23	Jul. 26	Jul. 29	Aug. 1	Aug. 4
Empress of Russia	Jul. 25	Jul. 28	Aug. 1	Aug. 4	Aug. 7	Aug. 10	Aug. 13
Empress of Asia	Aug. 17	Aug. 20	Aug. 23	Aug. 26	Aug. 29	Sept. 1	Sept. 4
Empress of Canada	Sept. 7	Sept. 10	Sept. 13	Sept. 16	Sept. 19	Sept. 22	Sept. 25
Empress of Russia	Sept. 23	Sept. 26	Sept. 29	Oct. 2	Oct. 5	Oct. 8	Oct. 11
Empress of Asia	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Oct. 27	Oct. 30	Nov. 2
Empress of Canada	Oct. 20	Oct. 23	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 7
Empress of Russia	Oct. 25	Oct. 28	Oct. 31	Nov. 3	Nov. 6	Nov. 9	Nov. 12

Regular sailing from Hong Kong, but Empress of France Nov. 13, will sail 6 a.m.

(E/Asia & E/Russia call at Nagasaki the day after departure from Shanghai.)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Oct. 22, 5 p.m.	Oct. 24	Oct. 26	Oct. 28
Nov. 5, 5 p.m.	Nov. 7	Nov. 8	Nov. 10

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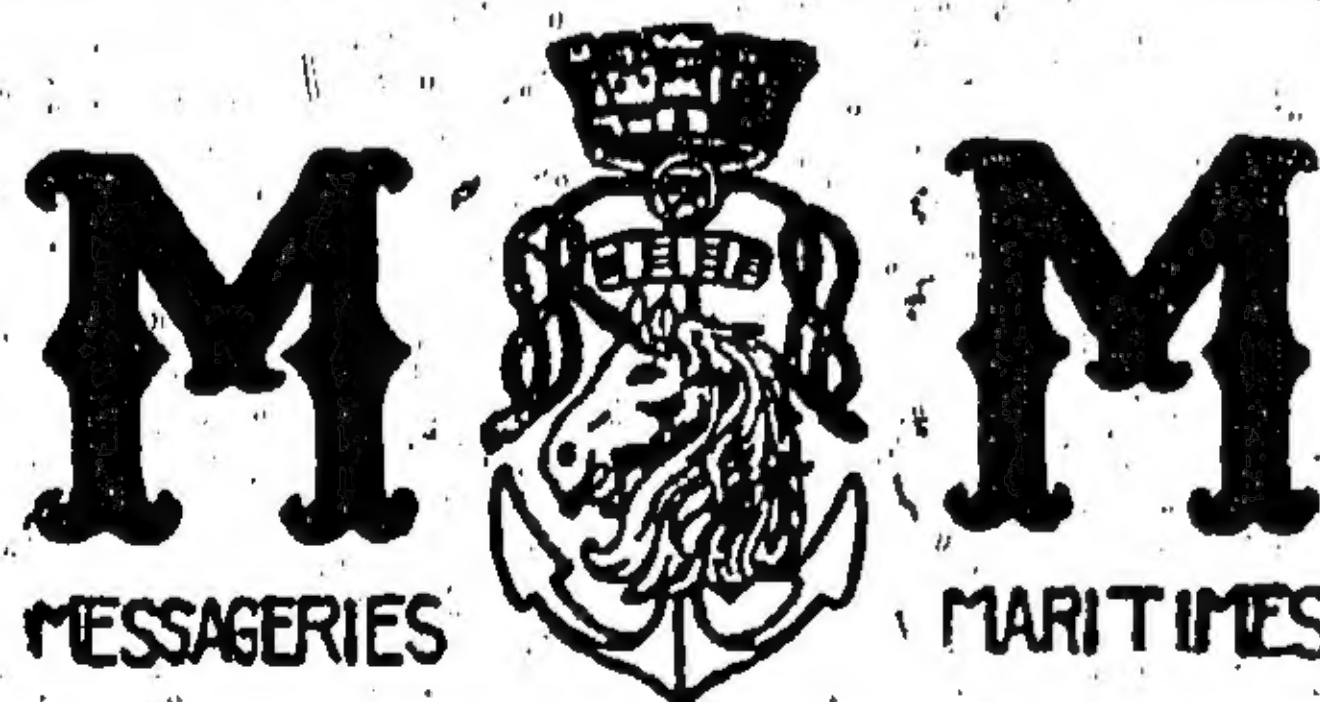
Ship	Departure
"S." "SUMATRA"	21st October
M.S. "OJ. MOSA"	7th November
M.V. "SHANTUNG"	18th November
M.V. "CANTON"	23rd December

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M.V. "CANTON" 19th November

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G. METZINGER... 22nd Oct.	PORTHOS... 22nd Oct.
ANDRE LEBON... 5th Nov.	CHENONCEAUX... 5th Nov.
PORTHOS... 19th Nov.	ATHOS II... 19th Nov.
CHENONCEAUX... 3rd Dec.	D'ARTAGNAN... 3rd Dec.
ATHOS II... 17th Dec.	ANGERS... 17th Dec.
D'ARTAGNAN... 31st Dec.	SPHINX... 31st Dec.
ANGERS... 14th Jan.	G. METZINGER... 14th Jan.
SPHINX... 28th Jan.	ANDRE LEBON... 28th Jan.

"We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti."

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## CLAIM FOR DAMAGES.

ACTION OVER HOUSE SALE AT KOWLOON CITY.

A woman who re-sold a house before she had purchased it, only to find later that the owner had mortgaged it and could not part with it appeared as a plaintiff in the Summary Court yesterday afternoon before the Justice of the Peace (Mr. Justice Wood) on a claim for \$780 damages. She claimed against Lau Wing-fuk, c/o the A.P.C. Asiatic Building, Queen's Road Central, alleging that he had sold the house to her but failed to complete the deal.

The plaintiff, Wong Lan, No. 27, Sai Tau, Kowloon City, in her statement of claim, alleged that she had suffered a loss of \$780 in consequence of a breach of warranty of authority by the defendant in failing to complete an agreement for the sale of No. 28, Sai Tau, Kowloon City, for the price of \$1,000 made by defendant on behalf of Wong Lai-wan, the owner, on August 2, 1929.

The statement continued that on August 3, plaintiff re-sold the premises to Li Shi for the price of \$1,400, thereby making a profit of \$400. Owing, however, to defendant's failure to obtain Wong Lai-wan's ratification and completion of the agreement, plaintiff had to pay the sum of \$280 to Li Shi as compensation for the cancellation of the agreement for the re-sale of the premises.

Plaintiff claimed the return of \$100 deposit paid to defendant on August 2, 1929; \$400, being the profit which plaintiff would have made had the agreement of August 2 been completed, and \$280 being the compensation paid to Li Shi for cancellation of the re-sale.

Mr. W. C. Hung was for the plaintiff and Mr. A. E. Hall conducted the case for the defence.

Instructions to Sell.  
Yip Hing, a broker, said he was given instructions by defendant to sell the house, the instructions being written and handed to him on July 3. He was told to sell for \$900. Witness continued that he found plaintiff who agreed to

## MR. BRUCE DEFEATED.

Sydney, Oct. 18.  
The final figures of the voting at Flinders are:  
Mr. Holloway (Labour) 31,379.  
Mr. Bruce, 31,052.—*Reuter.*

buy it for \$1,000. Witness introduced plaintiff and defendant to each other and both agreed to the deal. At defendant's house plaintiff paid \$100 as "bargain money" and defendant wrote a document which he gave to plaintiff.

In reply to Mr. Hall, witness said he heard defendant say, during a conversation, that if plaintiff would make a firm offer of \$1,000 he would speak to the landlord about it.

His Lordship pointed out, when Mr. Hung said he did not wish to re-examine, that if witness's evidence represented the facts then it "knocked the bottom out of plaintiff's case."

Mr. Hung agreed and said the evidence was new to him as witness had not told him the same. Plaintiff said that defendant owned the house in question. She knew that because she was living next door to him. Defendant did not tell her, he had to see the owner before the deal was completed and he had always said that the house belonged to him.

Re-examined by Mr. Hall, plaintiff denied she knew that the house belonged to a man named Wong or that defendant told her he was selling it on behalf of someone else. He did not tell her that if she made a firm offer of \$1,000 he would speak to the owner.

Re-examined by Mr. Hung, plaintiff said she could not read or write and therefore she did not know whether the receipt was signed by defendant himself or on behalf of someone else.

No Authority to Sign.  
Defendant said that the house was owned by Wong Lai-wan, who had been living in the country for the last two years. During that period defendant had been looking after the property. Two years ago Wong told him that if he found anybody who wanted to buy the place, he must let him (Wong)

## WARSAW MYSTERY.

SOVIET EMISSARY FOUND WITH THROAT CUT.

Warsaw, Oct. 18.  
The police are mystified by the discovery of a man found in the street with his throat cut, who has now been sent to hospital.

He is believed to be a Soviet citizen named Lambow, who was en route to Odessa with letters from the Soviet Embassy in Paris. A number of coded documents were found in his possession.

Apparently he was an OGPU agent, on the way home. It is not clear whether the wound was self-inflicted or the result of a murderous assault.

It is interesting to recall the recent sensation at the Paris Embassy, when Counsellor Besedovsky escaped after threats from a Cheka agent.—*Reuter.*

know about it.  
His Lordship:—Then you had no authority to sign that paper?

—No.  
Why did you write it?—I did not like to write it but the broker wanted me to do so. Defendant added that he had not sold the property.

Defendant continued that when he received the \$100 from the broker, he told plaintiff that as the property did not belong to him he could not give a receipt. The money was in the hands of his solicitor.

Cross-examined by Mr. Hung, defendant said the reason why the owner would not sell was because he had borrowed money and had given the house in pledge. After he had been to see the owner about it he informed the plaintiff as soon as he returned.

After Mr. Hall had stated that defendant was willing to return the deposit of \$100 together with interest, as had been offered in early correspondence, his Lordship gave judgment for the defendant on the ground it had not been proved that defendant warranted his authority to sell.

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Depth on Centre of SM (H.W.O.S.T.) 34 ft. 6 ins.  
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"CITY OF WINNIPEG" ... via Suez Canal ... 3rd December

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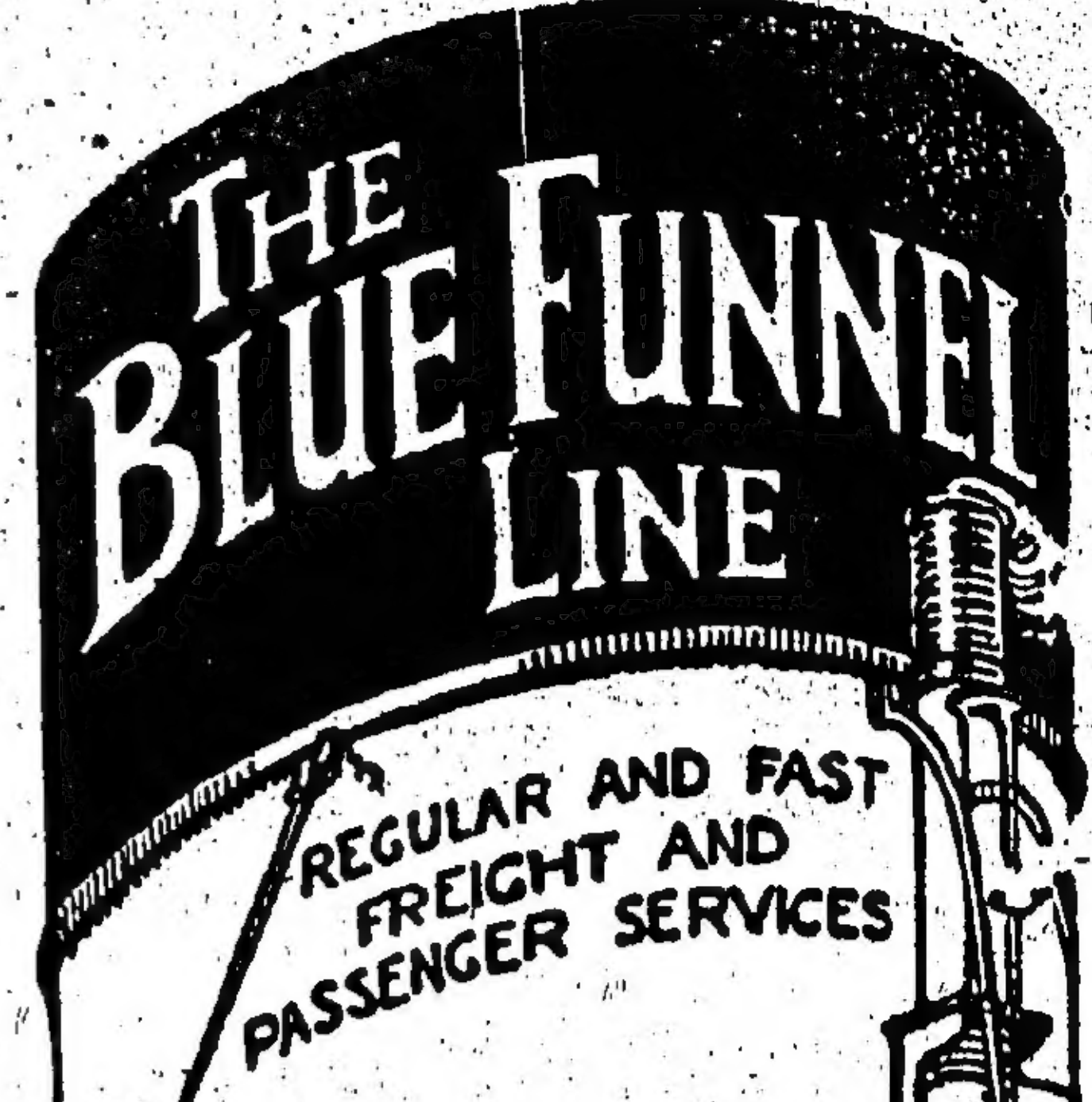
MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE  
"TINHOW" ... 28th November

Loading for Mauritius, Durban, Rouillon, Delagoa Bay, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown  
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"NELEUS" 27th Oct. Havre, L'pool & G'gow  
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## NEW YORK SERVICE

(with transhipment at Singapore)  
Leaves Hongkong 23rd Oct. Leaves Singapore 11th Nov. Arrives New York 15th Dec  
"ARNEAS" 23rd Oct. "DARDANUS" 11th Nov. 15th Dec  
Hongkong to New York 21 days.

## PACIFIC SERVICE

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"IXION" 25th Oct. Victoria & Vancouver  
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Korea Maru ... Wednesday, 13th Nov

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Mishima Maru ... Monday, 21st Oct.

Iyo Maru ... Monday, 4th Nov

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

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Kamo Maru ... Saturday, 19th Oct.

Katori Maru ... Saturday, 2nd Nov.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... Wednesday, 23rd Oct.

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Yatsing ... Sun. 27th Oct at 7 a.m.

Kwaisang ... Wed. 30th Oct at 7 a.m.

TO OSAKA via AMOI, MOJI & KOBE

Hosang ... Fri. 8th Nov at 7 a.m.

Kutsang ... Tues. 19th Nov at 7 a.m.

Namsang ... Wed. 27th Nov at 7 a.m.

TO OSAKA via AMOI, MOJI, YOKOHAMA & KOBE

Kumsang ... Fri. 25th Oct at 7 a.m.

TO SINGAPORE PENANG & CALCUTTA

Yuensang ... Tues. 22nd Oct at 3 p.m.

TO SANDAKAN

Hinsang ... Satur. 26th Oct at noon.

Mausang ... Mon. 4th Nov at noon.

TO TIENTSIN via FOOCHEW

Chipshing ... Sun. 20th Oct at 10 a.m.

WEI-HAI-WEI & NEWCHANG Cheongshing Thurs. 31st Oct at 10 a.m.



## CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

Consignees per Company's Vessel

From SEATTLE, VANCOUVER & VICTORIA via JAPAN.

are requested to take delivery of Flour, and Lumber shipments as soon as the vessel is ready to discharge and are hereby notified that if their lighters are not placed alongside the steamer as required, their shipments will be discharged into Holt's Wharf Kowloon at their expense, where the cargo will be also at their risk and expense and subject to the terms and conditions of storage at Holt's Wharf. Steamer will commence discharge on the 17th October.

General cargo will be discharged into Holt's Wharf Kowloon, where it will be at consignee's risk and subject to the terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from the Godown on and after 17th October. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday, between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all General Cargo remaining undelivered after the 23rd October will be subject to rent. All claims against the Steamer must be presented to the undersigned on or before the 6th November or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th Oct., 1929.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', LONDON, STRAITS AND MANILA.

The Steamship, "BENCLUECH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, where they will be examined on the 24th October, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 17th October, 1929.

Drive a Trusty "TRIUMPH" the Motor that never fails you

THE BANK LINE LTD. Agents.

Hongkong, 18th October, 1929.

LEGION AMBUSHED.

NATIVE OUTBREAK OCCURS IN MOROCCO.

Paris, Oct. 18.

A message from Colomb Bechar states that a native force of 150 men ambushed a detachment of the French Foreign Legion on October 14, south of Merija, in Morocco, and 50 Legionnaires were killed and 18 wounded.

Only seven escaped unhurt. The survivors were saved by another detachment of the Legion, which an Air Force plane informed of the affair.

Moroccan troops pursued the attackers, who had heavy losses.—Reuter.

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## CONSIGNEES' NOTICE.

LLOYD ROYAL BEIGE SA.

From ANTWERP. The Steamship

"BOLIVIER"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 24th October, 1929, will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before 31st October, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 24th October, 1929, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by.

THE BANK LINE LTD. Agents.

Hongkong, 18th October, 1929.

AMERICAN MANCHURIAN LINE.

From NEW YORK, PHILADELPHIA AND MARSEILLES.

The Steamship, "CITY OF CARDIFF"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 23rd October, 1929, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before 6th November, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and noon, within the free storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by.

THE BANK LINE LTD. Agents.

Hongkong, 18th October, 1929.

LEGION AMBUSHED.

NATIVE OUTBREAK OCCURS IN MOROCCO.

Paris, Oct. 18.

A message from Colomb Bechar states that a native force of 150 men ambushed a detachment of the French Foreign Legion on October 14, south of Merija, in Morocco, and 50 Legionnaires were killed and 18 wounded.

Only seven escaped unhurt. The survivors were saved by another detachment of the Legion, which an Air Force plane informed of the affair.

Moroccan troops pursued the attackers, who had heavy losses.—Reuter.

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## A CANTON OUTRAGE.

PUBLIC BUS HELD UP BY ARMED MOTOR BANDITS.

Canton, Oct. 18.

A motor bus on the run between Canton and districts in Northern Kwangtung has been held up by armed bandits, who robbed all the passengers.

Recently the Shikwan-Lokcheung Motor Bus Company was formed, and buses were placed on the run between Canton and Shikwan and Lokcheung, but on account of the activities of bandits in that part of the province the management of the company faced unprecedented difficulties.

On many occasions the buses were molested by bandits, who held up the vehicles and robbed the passengers. Since the disbandment of the superfluous troops in Canton, General Chan Chai-tong had ordered two regiments under General Yu Hon-mow to act as armed guards for protection of the buses and this prevented further bandit activities.

But with the comparatively recent evacuation from Northern Kwangtung for Wuchow of the troops under General Yu Hon-mow, the bandits have again become active.

On the morning of the 15th instant bandits armed with revolvers and daggers held up a bus at the foot of the Hill of the Goddess of Mercy. Twenty men boarded the bus and proceeded with a systematic search of all passengers, including some women. In addition to collecting all the valuables from the passengers, the bandits stole the money belonging to the conductor.

The booty, as reported to the Police Headquarters by the victimized bus company, is \$250, not including a quantity of clothing taken from the passengers.

While the majority of the passengers were too terrorized to offer resistance, one of them, a young Chinese barber, fought bravely with the bandits and refused to hand over \$18 in his possession. It is understood that the small sum was intended by the barber for his fares in returning to Hufan from Northern Kwangtung, and consisted of his savings for the whole year. The bandits became angry and shot the victim in the leg, inflicting a serious wound. He was admitted to hospital when the bus arrived at Shikwan.

The bandits made off with the booty in a motor-car.

EMPRESS OF CANADA.

COMING DIRECT TO HONGKONG FROM VANCOUVER.

Latest news regarding the Empress of Canada, which went aground outside Victoria and has now been refloated, is that she will come to Hongkong direct from Vancouver in order to take up her regular schedule for the return voyage.

It will be recalled that a previous announcement was to the effect that the Empress of France would bring the "Canada's" passengers to the Far East and would also make the return journey. The France is due in Hongkong on November 5.

The new arrangement is that the Canada will sail for Hongkong direct and should arrive here about the same time as the Empress of France. They will, in all probability, change crews in Hongkong, and the Empress of France will then sail from Hongkong to Southampton via Suez, leaving the Canada to take over her advertised sailings.

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## CHINESE DEFEATED.

FIERCE FIGHTING IN MANCHURIA.

Tokyo, Oct. 18.

A Harbin message to the Rengo news agency says that reports by official Chinese quarters describe fierce fighting "in the direction of Sankiangkow" on October 15, in which the commander of a Chinese landing force was killed and his force defeated.

The Chinese are hastily reinforcing the lower Sungari defences, whether a contingent of Kirin troops, departed from Harbin to-day.

Ten aeroplanes are also being sent to the lower Sungari shortly, while nine gunboats are concentrating at Fuchin.—Reuter.

Soviet Flagship Sunk. Mukden, Oct. 18.

Admiral Shen Hung-lien reports that the "Red" flagship has been sunk at Lahusuu, and Admiral Bastotchkoff, commanding the "Red" fleet in the Far East, and four of his staff officers, have been killed.—Reuter.

"Red" Atrocities. Mukden, Oct. 18.

Four thousand Russians, representing all classes in Harbin, have telegraphed to the Presidents and Prime Ministers of all countries stating the gruesome details of the slaughter and torturing of the "White" Russian population by the "Reds" in the Three Rivers region.

The senders of this appeal to the civilized nations protest at such atrocities, and appeal to the Chinese Government to appoint an international commission to investigate the facts; and also request that charitable institutions aid the refugees.—Reuter.

LOCAL WEDDING.

INTERESTING CEREMONY AT BONHAM ROAD CHURCH.

A very pretty wedding, in which the contracting parties were members of well-known Chinese families, took place at the Church of Christ in China, Bonham Road, yesterday, afternoon, when Miss Lily Chan, daughter of Mrs. Chan Wah-shui, was married to Dr. Joseph Young, Sioux, son of the Rev. and Mrs. Eugene Sioux of Canton.

The service was conducted by the Rev. Cheung Chuk-ling and was attended by many friends of the bride and bridegroom.

The bride, who was given away by Mr. Chan Mang-bik (her uncle), was attended by her sister, Miss Nellie Chan, as Maid of Honour. Dr. T. S. Su accompanied the bridegroom as "best man."

During the course of the service, Mr. Andrew Chan, the organist, played suitable wedding music. A reception, attended by a large number of friends, was later held at the Tai Tung Restaurant. The honeymoon is being spent in Macao.

LAUTERFELS SALVED.

TOWED OFF ROCKS AND UNDER OWN STEAM.

Colombo, Oct. 18.

The steamer Lauterfels, which recently went ashore off Minicoy, has been towed off, and is proceeding to Colombo under her own steam.—Reuter.

It was cabled on October 8 that the Hansa liner Lauterfels had been wrecked off Minicoy in attempting salvage of the s.s. Hoechst. It was then declared that both vessels were doomed.

SHAWNEE INCIDENT.

CANADIAN GOVERNMENT ASKS FOR A REPORT.

Washington, Oct. 18.

On instructions from Ottawa, the Canadian Legation has asked the State Department for a report with regard to the Shawnee incident of September 19, when coastguard cutters chased and fired at the Canadian s.s. Shawnee outside the twelve-mile limit.—Reuter's American Service.

## RIVAL FOR BREMEN.

EMPEROR OF BRITAIN SOON TO BE LAUNCHED.

An immense new liner, which will mark the biggest advance in travel on the Canadian route since the days when the first steamer sailed to the Dominion from England, will be launched by the Canadian Pacific Railway next year.

The Empress of Britain, as the new ship will be called, will rank among the giants of the sea. She will be of 45,000 tons, being built for the useful speed of 26½ knots, and is costing three million pounds.

How great an advance this ship will be on anything else on the Canadian route may be gathered by the fact that she is 20,000 tons bigger than the present biggest ship going up the St. Lawrence river—the C.P.R. Empress of Scotland.

Her speed, which in all probability will be improved upon in actual working, will easily win her right away the Blue Riband of the Canadian route. She will bring the great Dominion nearer than it has ever been by doing the Southampton-Quebec trip in five days or less. This will cut the present journey time by no less than a day and a half, the fastest Canadian boats now taking six to seven days for the voyage.

Bid for Speed Record. A ship designed for 26½ knots may very well do much better. It is not outside the bounds of possibility that the Empress of Britain may find herself making bids for the world's speed record.

She will, from the point of view of size, be bracketed with the Aquitania and the Bremen, and just behind the Olympic, ranking among the first five of six largest steamers.

There will be full-size tennis courts and squash courts in the ship as well as a swimming bath, but although she is more than twice their size the Empress of Britain will carry fewer passengers than the 20,000-ton C.P.R. liners on that route.

She will accommodate only 1,100 passengers, but they will have every luxury, and every room will be an outside one.

The importance of the Empress of Britain, however, is not to be measured in knots and tons. A magnificent and speedy vessel of this sort will play a great part in bringing the hearts, the sentiments and the commercial relations of Britain and Canada nearer.

Canada, whose ports have never welcomed such a giant, is going to be as proud of the Empress as England.

Quick Service for U.S. Too. The service she will provide will mean a quicker route to Europe for many United States towns, including Chicago, St. Paul and Minneapolis, and it is expected that the Empress of Britain will carry thousands of United States citizens, who will travel through Canada to Quebec in order to get the shortest sea voyage from America to England.

The C.P.R. liner Montclair formerly called the Empress of Britain, but was re-named when she joined the company's fleet of cabin class steamers.

The C.P.R. already hold the Blue Riband of the Pacific from Vancouver to China with their liner Empress of France which has done the trip in 8 days 10 hours 53 minutes.

The Emp. of France was recently at Southampton where she has just completed an overall which will enable her (it is asserted with complete confidence) to beat her own record.

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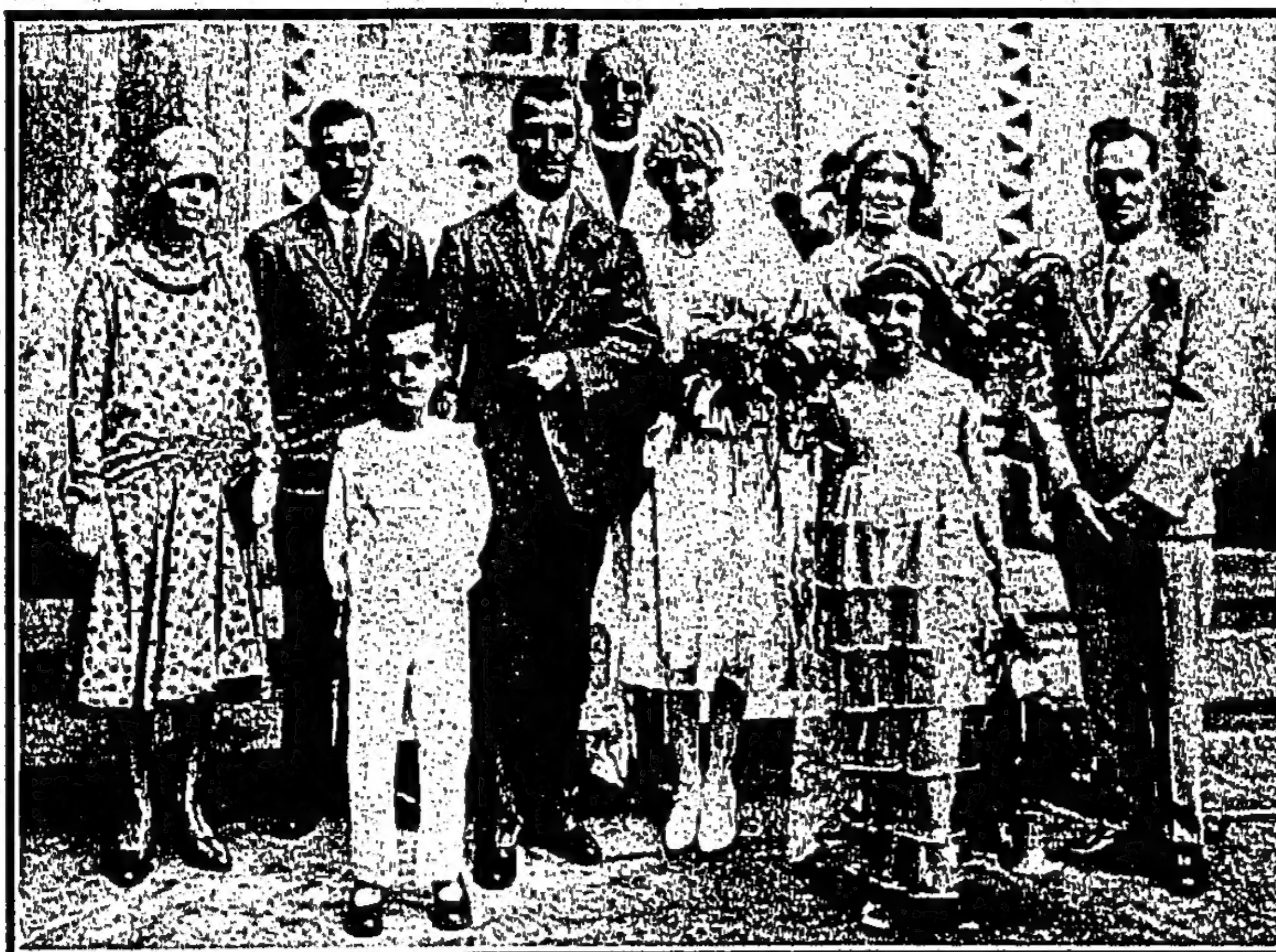
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Hongkong.

## WEDNESDAY'S WEDDING AT THE CATHEDRAL.



This group was taken after the wedding on Wednesday, at St. John's Cathedral, of Mr. P. A. Bendall, of the Colonial Secretariat, and Miss Louisa Helen Sigston. (Photo: Ming Yuen Studio).

## THE KUOMINCHUN ADVANCE.

ASSAULT ON CHENGCHOW  
IMPENDING.

## CHIANG RUSHING MEN.

Shanghai, Oct. 12.  
The situation at Chengchow, Honan, grows daily more tense. It is understood that troops under the Kuominchun Divisional Commander, General Sun Liang-sing, are now pressing hard towards the city.

Nanking troops in Chengchow are under the control of Generals Li Bing-sen and Liu Hsing, both subordinates of General Tang Seng-chi.

Sun Liang-sing has captured Yuchow and is now marching towards Chengchow with Hsu Cheong as his immediate objective. Thousands of Nanking troops are moving up the Peking-Hankow Railway to-day for Chengchow and in consequence all passenger traffic has been suspended. Both General Ho Ying-ching and General Tang Seng-chi arrived at Hsuehchow to-day and it is anticipated that they will arrive in Chengchow to-morrow.

## The Wuhu Mutiny.

Wuhu, Oct. 18.  
The position at Wuhu is easier. It is reported that the rebel soldiers have retreated. The origin of the trouble appears to be somewhat obscure, but is most probably due to Anhui troops who were recently turned out of Wuhu. It is not anticipated that the position will become serious. —Naval Wireless.

## JAPANESE REPLY TO BRITAIN.

(Continued from Page 1.)

that all nations should seek to attain.

## Premier's Plans.

Acceptances of the invitation of the five-power naval conference issued by the British Government have been received from the United States, France, Italy and the Japanese so that the conference is now assured.

It is understood that Mr. Ramsay MacDonald proposes personally to conduct the informal conversations with the Japanese, French and Italian Ambassadors in London on his return from Canada.

A considerable amount of his time between November and the third week in January will be devoted to the task of fully preparing the ground. —British Wireless.

## TENDERS ACCEPTED.

OFFICIAL NOTIFICATIONS IN  
THE "GAZETTE."

The Gazette notifies the acceptance of the following tenders: Imperial Chemical Industries (China), Ltd., \$5.50 per drum of 112 lbs. for the supply of chloride of lime for use of the Sanitary Department.

Messrs. Young Fat & Company, \$21.50 per 100 for the supply of headstones for use in the Government Cemeteries.

Messrs. Tung Hing, \$1,982 for making up and supply of clothing for the use of the Post Office Department during year 1930.

Messrs. Kwong Hip Lung & Co., Ltd., \$2,670 for repairs to R. L. Kwong Lee.

## FACTORY LAW TO BE AMENDED.

IMPORTANT LEGISLATION IN  
HONGKONG.

## SHIELDING THE YOUNG

The Gazette contains the draft of an Ordinance to amend the Industrial Employment of Children Ordinance, 1922.

This Ordinance is intended to be a further step in the improvement of factory conditions in the Colony. Such improvement must be slow and gradual, and it is very difficult in such matters to travel far ahead of neighbouring countries.

The main object of this Ordinance is to include women and young persons within the scope of the principal Ordinance, No. 22 of 1922. A young person is defined as any person of or over the age of fifteen years and under the age of eighteen years.

Paragraph (c) of section 6 of this Ordinance adds, to the principal Ordinance a new sub-section 4. (3) which gives the Protector of Labour, and any inspector of labour, power to remove and detain in a suitable place for inquiries any young person or child found in any factory, etc., in which the Protector or inspector has reasonable cause to suspect that some offence against the Ordinance has been committed.

Without some provision of this kind it would be difficult to investigate a suspected offence, and it might be very difficult to prove the offence if it had been committed.

It is obvious that if the child or young person in question were the chief or the only witness of the offence there would be a great temptation in the mind of the offender to cause the disappearance of that witness, and this would be comparatively easy in the case of a child or young person.

The detention would be in the interest of the child or young person, and in the interests of children and young persons employed in factories generally. It would be for as short a time as possible.

A set of draft regulations proposed to be made when the Bill is passed is published simultaneously with the Bill. These regulations make the following provisions:

- Lead processes and manufacture of vermilion are added to the list of dangerous trades.
- The employment of young persons in dangerous trades is prohibited.
- The employment of women in dangerous trades without the special permission of the Protector of Labour is prohibited. It is proposed to allow the employment of women in fire cracker factories.
- The employment of women and young persons between 10 p.m. and 6 a.m. is prohibited.

## WATCHMEN ORDINANCE.

## AMENDING BILL TO BE INTRODUCED.

The draft has been issued of an Ordinance to amend the Watchmen Ordinance, 1928.

This Bill is rendered necessary by the proposed changes in the titles of some of the superior officers of the police force. The details were given in the Objects and Reasons to the Police Force Amendment Bill which was read a first time on the 23rd September, 1929.

## NEW CONSTITUTION FOR AUSTRIA.

EXECUTIVE AUTHORITY OF  
THE STATE.

## PRESIDENT'S POWER.

Vienna, Oct. 18.

The political crisis in Austria, which has eased as the result of the appointment of Herr Schober, as Chancellor, has induced the Government to table a Bill to amend the Constitution.

The principal objects of the Bill are the reform of the legislature, the strengthening of the Executive authority of the State, to protect the Civil Service against political interference, and to fix the status of Vienna as the Federal capital of the country.

Under the Bill, the National Council will remain as at present, but the Federal Council will be replaced by a "Provincial and Professional Council" upon which each province will be equally represented, together with the professional groups.

The Federal President, who will be elected by the whole people, will be empowered to appoint and dismiss the Government, to dissolve the National Council, to declare a state of Emergency.

Auxiliary police forces are prohibited under the Bill. —Reuter.

## A BAD CHARACTER SENTENCED.

GETS TENTH PRISON TERM  
THIS MORNING.

A man who was described by the police as "a notorious character," and who had served nine different terms for theft, appeared before Mr. A. W. G. H. Grantham this morning on yet another charge of larceny.

Inspector Shannon said that, profiting from the attention given to a fortune-teller, the accused endeavoured to pick the pockets of a spectator near the Empress Hotel yesterday, and had all but succeeded in extracting a wallet when the intended victim felt the touch and grabbed his hand.

In suggesting a severe sentence for the accused, Inspector Shannon mentioned that he had been asked by the C.S.P. to request that an order should be made for the accused to be placed under police supervision after he had served his term.

The Magistrate imposed sentence of six months' hard labour with the order that the accused be placed under police supervision for another two years.

## FALKLANDS BATTLE RECALLED.

WIDOW OF LEIPZIG COMMDR.  
LAUNCHES NEW SHIP.

Berlin, Oct. 18.  
The widow of the commander of the German cruiser "Leipzig" which was sunk by Admiral Sturdee's fleet at the battle of the Falkland Islands in November, 1914, to-day launched a new 6,000-ton cruiser with the same name at Wilhelmshaven. —Reuter.

The President and Committee of the local branch of the Navy League are to lay a wreath on the Cenotaph at 11.30 a.m. on Monday (Nelson Day), and later at the Wanchai Monument. All members are invited to attend.



AT THE  
**QUEEN'S** FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 and 9.20.



with BESSIE LOVE and  
**TOM MOORE**

AT THE  
**WORLD** FINAL SHOWINGS TO-DAY  
Continuous Performance  
From 1.15 to 11.15.

## JOHN GILBERT

IN  
THE  
**COSSACKS**



AT THE  
**STAR** FINAL SHOWINGS TO-DAY  
At 5.30.

At 9.15 p.m.

**WARWICK REVUE CO.**

FINAL PERFORMANCE

TO-NIGHT  
AT  
9.15, p.m.

"NEVERYTHING"  
A POPULAR POT-POURRI